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2011 Saskatchewan Traffic Accident Facts

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Letter of Transmittal

February 2013

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the "Saskatchewan Traffic Accident Facts" report for 2011.
Our report is based on SGI's Traffic Accident Information System (TAIS), a database on motor vehicle collisions.

It takes the team effort and commitment of law enforcement officers throughout Saskatchewan and SGI's group of claims adjusters to make this publication possible. Their complete, consistent and reliable reporting of motor vehicle crashes greatly enhances the report's integrity.

They know first hand that too many people continue to be injured and lose their lives on our province's roads as a result of traffic collisions. They see the impact of traffic crashes on a daily basis.

This report will assist you in making informed decisions about road safety moving forward.

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

George Eguakun
Manager, Traffic Safety Program Evaluation

Traffic Safety Services

2011 QUICK FACTS

(2011 compared to 2010)

	2010	2011	% CHANGE
Property Damage Only Collisions	23,974	24,355	1.6
Personal Injury Collisions	4,756	5,158	8.5
Fatal Collisions	145	138	-4.8
Total Reported Collisions	28,875	29,651	2.7
Number of Deaths	167	150	-10.2
Number of Injuries	6,538	6,874	5.1
Provincial Highway Collisions	7,015	7,621	8.6
Rural Road Collisions	2,581	2,368	-8.3
Urban Street Collisions	18,414	18,717	1.6
Other Locations	865	945	9.2
Registered Vehicles	848,341	857,552	1.1
Licensed Vehicle Operators	721,809	735,634	1.9
Saskatchewan Population	1,049,701	1,033,381	-1.6
Collisions Per 100 Licensed Operators	4.00	4.03	0.8
Collisions Per 100 Registered Vehicles	3.40	3.46	1.6
Collisions Per 100 Population	2.75	2.87	4.3
Casualty Collisions Per 100 Licensed Operators	0.68	0.72	6.0
Casualty Collisions Per 100 Registered Vehicles	0.58	0.62	6.9
Casualty Collisions Per 100 Population	0.47	0.51	9.8

Disclaimer:

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed $5,000 or personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from $1,000 to $5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

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Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury or death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to Saskatchewan Government Insurance (SGI). Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate and timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This was a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan were to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of law enforcement and SGI staff who investigate, report and record the information on TAIS.

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Historical Trends

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Historical Trends

This section illustrates the 24-year history of collisions, victims, licensed drivers and vehicles in Saskatchewan.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only collisions during the years 1984, 1993 and 2010. The continued reduction in police resources available for traffic enforcement also had an effect on the number of property damage only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined on Aug. 1, 2002, so that only collisions involving bodily injury, death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported to police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high-priority issues. This change resulted in a 49.5% increase in the number of property damage only collisions captured by TAIS from 2003 to date as compared to the previous three-year average.

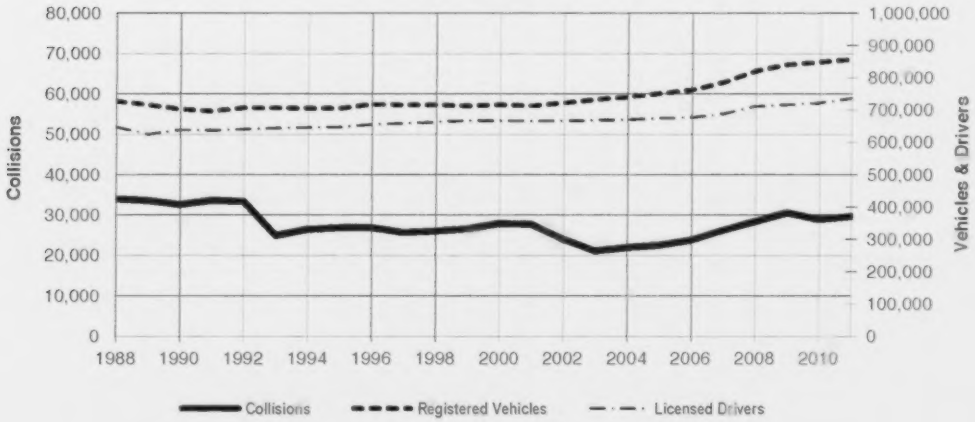
Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from $1,000 to $5,000. This change resulted in a 40-50% decrease of property damage only collisions entered into TAIS. See the disclaimer on the back of the front cover.

Trends in crashes resulting in fatalities and injuries have shown a steady decline since 1983. Fatal crashes peaked in 1986, while injury crashes peaked in 1987. The five-year averages for fatal and injury crashes are now 134 and 5,025 respectively, compared to 191 and 5,769 between 1983 and 1987. All collisions showed an upward trend from 2002 due to the change in reporting threshold. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have been increasing since 2005.

A complete listing of all the numbers used in the charts and changes in definitions can be found in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



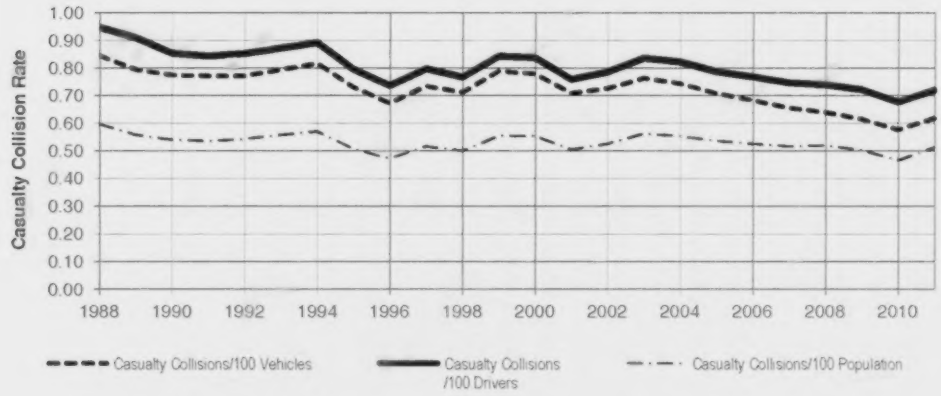
Three-Year Summary

	2009	2010	2011	% Change
Registered Vehicles	841,022	848,341	857,552	1.09
Licensed Drivers	716,258	721,809	735,634	1.92
Total Collisions	30,614	28,875	29,651	2.69

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



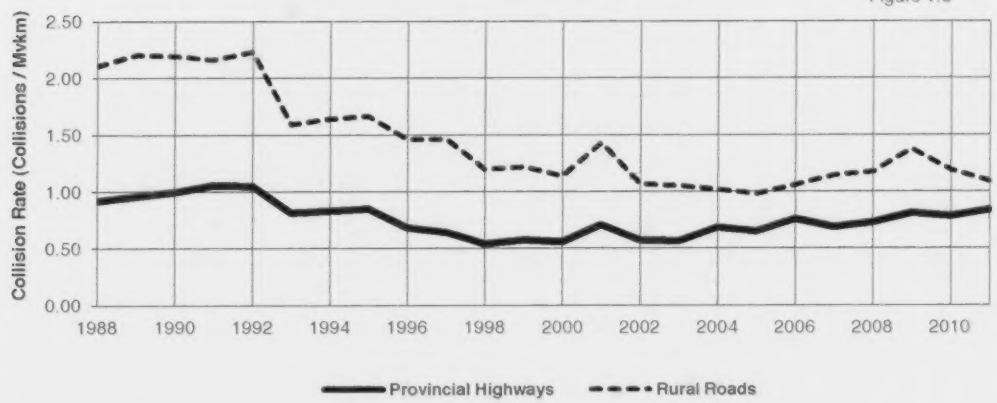
Three-Year Summary

	2009	2010	2011	% Change
Casualty Collisions / 100 Registered Vehicles	0.62	0.58	0.62	7.18
Casualty Collisions / 100 Licensed Drivers	0.72	0.68	0.72	6.32
Casualty Collisions / 100 Population	0.50	0.47	0.51	10.06

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three-Year Summary By Road System

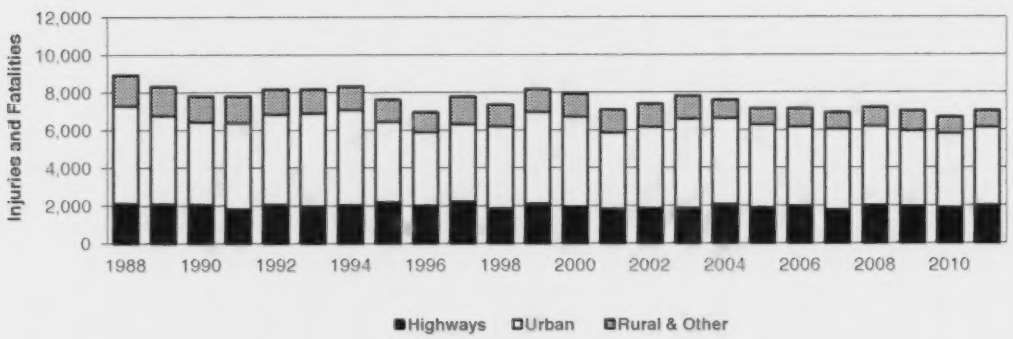
Collisions per Million Vehicle Kms

	2009	2010	2011	% Change
Provincial Highways	0.81	0.79	0.84	6.33
Rural Roads	1.38	1.19	1.09	-8.40

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



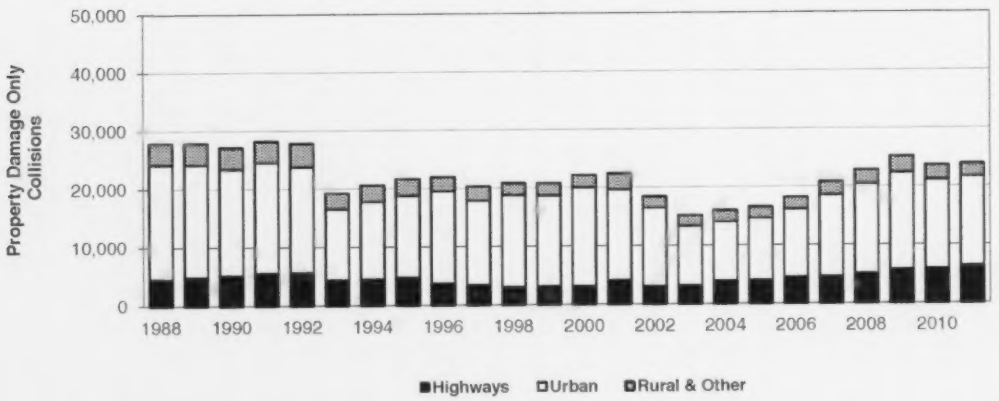
Three-Year Summary by Road System

	Personal Injuries				Fatalities			
	2009	2010	2011	% Change	2009	2010	2011	% Change
Provincial Highways	1,817	1,773	1,876	5.81	97	96	107	11.46
Urban Streets	4,019	3,907	4,147	6.14	17	23	17	-26.09
Rural Roads	788	619	656	5.98	35	36	21	-41.67
Other Roads	258	239	195	-18.41	4	12	5	-58.33
Total Roads	**6,882**	**6,538**	**6,874**	**5.14**	**153**	**167**	**150**	**-10.18**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Property Damage Only Collisions

Figure 1.5



Three-Year Summary by Road System

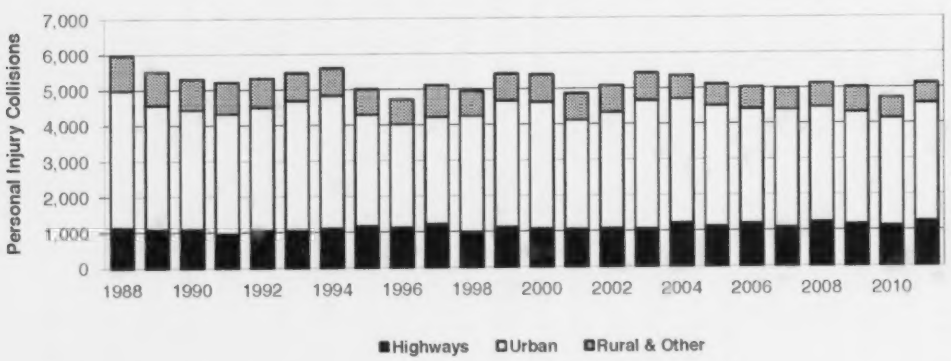
Property Damage Collisions

	2009	2010	2011	% Change
Provincial Highways	5,676	5,815	6,273	7.88
Urban Streets	16,727	15,296	15,389	0.61
Rural Roads	2,368	2,105	1885	-11.11
Other Roads	660	694	808	5.15
Total Roads	**25,431**	**23,910**	**24,355**	**1.86**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three-Year Summary by Road System

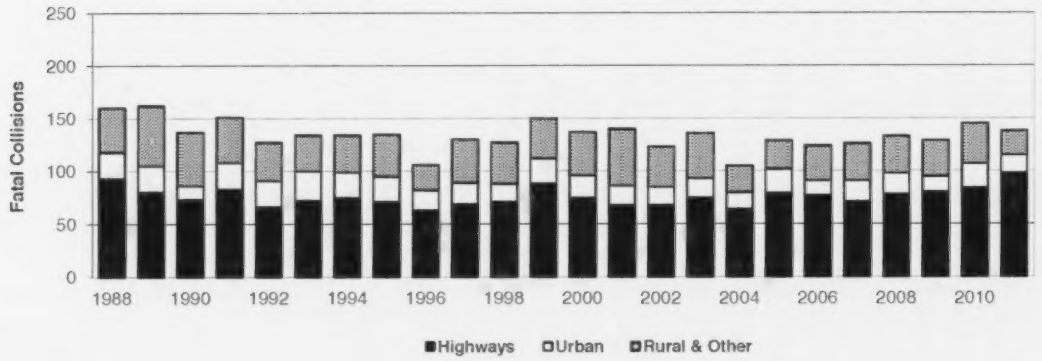
Personal Injury Collisions

	2009	2010	2011	% Change
Provincial Highways	1,167	1,113	1250	12.31
Urban Streets	3,156	3,034	3311	9.13
Rural Roads	552	450	465	3.33
Other Roads	170	159	132	-16.98
Total Roads	**5,045**	**4,756**	**5,158**	**8.45**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Fatal Collisions

Figure 1.7



Three-Year Summary by Road System

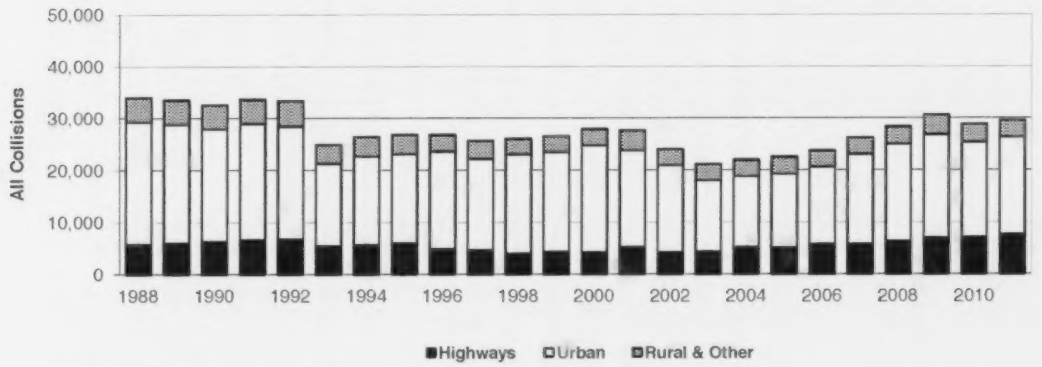
Fatal Collisions

	2009	2010	2011	% Change
Provincial Highways	80	84	98	16.67
Urban Streets	15	23	17	-26.09
Rural Roads	30	26	18	-30.77
Other Roads	4	12	5	-58.33
Total Roads	**129**	**145**	**138**	**-4.83**

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



Three-Year Summary by Road System

All Collisions

	2009	2010	2011	% Change
Provincial Highways	6,923	7,015	7621	8.64
Urban Streets	19,907	18,414	18717	1.65
Rural Roads	2,950	2,581	2368	-8.25
Other Roads	834	865	945	9.25
Total Roads	**30,614**	**28,875**	**29,651**	**2.69**

See Appendix sections A1.1 to A1.7 for additional details

Property Damage Only Collisions by Month and Year

Table 1.1

Month	2006	2007	2008	2009	2010	Average 2008-2010	2011	% Change from 3yr Avg
January	1,691	2,133	2,180	3,030	2,247	2,485.7	2,898	16.6
February	1,302	1,812	2,106	1,930	1,768	1,934.7	2,315	19.7
March	1,870	1,796	1,519	2,124	1,609	1,750.7	2,350	34.2
April	1,047	1,132	1,396	1,540	1,409	1,448.3	1,535	6.0
May	1,228	1,267	1,376	1,592	1,589	1,519.0	1,460	-3.9
June	1,469	1,588	1,652	1,815	1,815	1,760.7	1,645	-6.6
July	1,336	1,512	1,728	1,818	1,854	1,800.0	1,637	-9.1
August	1,264	1,486	1,751	1,804	1,712	1,755.7	1,499	-14.6
September	1,393	1,491	1,658	1,738	1,850	1,748.7	1,503	-14.0
October	1,576	1,796	2,018	2,286	2,302	2,202.0	2,044	-7.2
November	2,253	2,558	2,549	2,549	3,081	2,726.3	3,080	13.0
December	2,149	2,508	3,189	3,245	2,661	3,031.7	2,389	-21.2
Totals	**18,578**	**21,079**	**23,122**	**25,471**	**23,897**	**24,163.3**	**24,355**	**0.8**

Total Injuries by Month and Year

Table 1.2

Month	2006	2007	2008	2009	2010	Average 2008-2010	2011	% Change from 3yr Avg
January	437	585	541	662	478	560.3	689	23.0
February	472	528	530	420	394	448.0	528	17.9
March	732	544	451	501	442	464.7	542	16.6
April	472	478	487	417	478	460.7	380	-17.5
May	551	539	532	601	536	556.3	458	-17.7
June	619	556	600	589	608	599.0	580	-3.2
July	633	580	667	606	581	618.0	632	2.3
August	667	607	678	598	550	608.7	602	-1.1
September	594	612	602	668	634	634.7	701	10.5
October	638	594	750	598	654	667.3	588	-11.9
November	617	642	653	611	653	639.0	607	-5.0
December	643	582	589	611	530	576.7	567	-1.7
Totals	**7,075**	**6,847**	**7,080**	**6,882**	**6,538**	**6,833**	**6,874**	**0.6**

Total Deaths by Month and Year

Table 1.3

Month	2006	2007	2008	2009	2010	Average 2008-2010	2011	% Change from 3yr Avg
January	9	1	8	10	10	9.3	13	39.3
February	8	3	6	5	8	6.3	14	121.1
March	10	10	9	12	6	9.0	7	-22.2
April	10	14	11	16	13	13.3	9	-32.5
May	16	16	13	11	10	11.3	13	14.7
June	7	17	19	14	15	16.0	8	-50.0
July	13	15	13	10	22	15.0	17	13.3
August	14	16	21	19	4	14.7	18	22.7
September	12	8	17	14	16	15.7	19	21.3
October	12	18	17	11	21	16.3	10	-38.8
November	11	15	17	16	29	20.7	12	-41.9
December	14	10	6	15	13	11.3	13	14.7
Totals	**136**	**143**	**157**	**153**	**167**	**159.0**	**153**	**-3.8**

Total Collisions by Month and Year

Table 1.4

Month	2006	2007	2008	2009	2010	Average 2008-2010	2011	% Change from 3yr Avg
January	2,027	2,602	2,604	3,524	2,615	2,914.3	3,449	18.3
February	1,645	2,213	2,530	2,251	2,072	2,284.3	2,743	20.1
March	2,408	2,223	1,859	2,520	1,934	2104.3	2,785	32.3
April	1,394	1,471	1,756	1,859	1,778	1,797.7	1,816	1.0
May	1,632	1,669	1,759	2,020	1,970	1,916.3	1,815	-5.3
June	1,899	1,996	2,099	2,249	2,249	2,199.0	2,089	-5.0
July	1,782	1,957	2,218	2,256	2,270	2,248.0	2,094	-6.9
August	1,725	1,935	2,248	2,257	2,106	2,203.7	1,958	-11.1
September	1,857	1,958	2,108	2,239	2,305	2,217.3	2,038	-8.1
October	2,033	2,218	2,533	2,735	2,829	2,699.0	2,505	-7.2
November	2,734	3,045	3,039	3,039	3,583	3,220.3	3,538	9.9
December	2,640	2,939	3,646	3,719	3,068	3,477.7	2,821	-18.9
Totals	**23,776**	**26,226**	**28,399**	**30,668**	**28,779**	**29,282.0**	**29,651**	**1.3**

Time of Occurrence

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Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2011 traffic collisions, injuries and deaths compared to a three-year average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figures 2.4 and 2.5 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a highway collision is highest on Fridays and around 3 a.m.

Table 2.2 shows the number of collisions on public holidays and long weekends throughout the year, as well as on other specific periods of interest.

Table 2.3 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2011 occurred Friday afternoons between the hours of 4 and 6 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

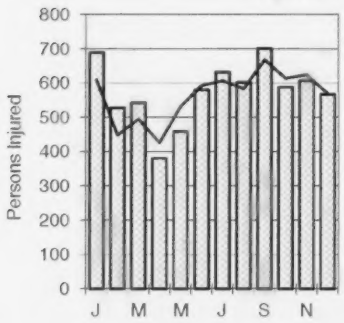


Figure 2.2

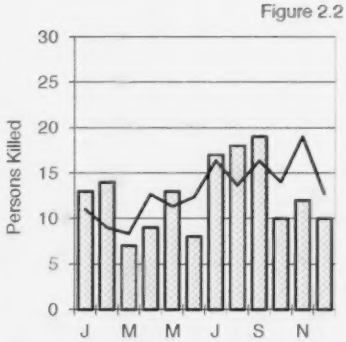
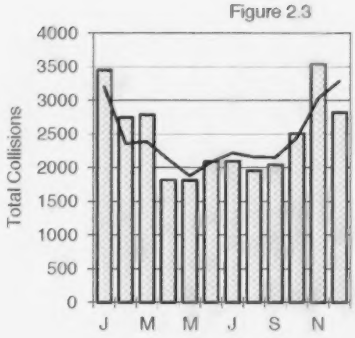


Figure 2.3



2011 Avg. (2009 - 2011)

Collisions & Victims by Month of Occurrence

Table 2.1

	Number of Collisions				Number of Victims	
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2,898	541	10	3,449	689	13
February	2,315	415	13	2,743	528	14
March	2,350	428	7	2,785	542	7
April	1,535	274	7	1,816	380	9
May	1,460	344	11	1,815	458	13
June	1,645	436	8	2,089	580	8
July	1,637	441	16	2,094	632	17
August	1,499	441	18	1,958	602	18
September	1,503	518	17	2,038	701	19
October	2,044	451	10	2,505	588	10
November	3,080	447	11	3,538	607	12
December	2,389	422	10	2,821	567	10
Total	**24,355**	**5,158**	**138**	**29,651**	**6,874**	**150**

Collisions During 2011 Holiday Periods

Table 2.2

		Number of Collisions				Number of Victims	
Holiday Period		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Family Day, Feb 18 - 21	(Fri - Mon)	344	52	1	397	71	1
Imp Driving Awarness, Mar 6 - 12	(Sun - Sat)	531	72	2	605	92	2
Easter, Apr 22 - Apr 25	(Fri - Mon)	172	37	0	209	49	0
Victoria Day, May 20 - 23	(Fri - Mon)	161	50	2	213	72	2
Canada Day, Jul 1 - Jul 4	(Fri - Mon)	210	62	2	274	92	3
Heritage Day, Jul 29 - Aug 1	(Fri - Mon)	214	60	5	279	92	5
Labour Day, Sept 2 - 5	(Fri - Mon)	174	68	2	244	96	2
Thanksgiving Day, Oct 7 - 10	(Fri - Mon)	229	72	1	302	105	1
Remembrance Day, Nov 11 - 14	(Fri - Mon)	408	40	1	449	55	1
Safe Driving Week, Dec 1 - 7	(Thur - Wed)	592	88	0	680	107	0
Christmas Holidays, Dec 24 - 27	(Sat - Tue)	243	36	4	283	61	4
Total		**2,934**	**585**	**19**	**3,538**	**821**	**20**

Figure 2.4

Provincial Highway Collisions and Travel by Time of Day

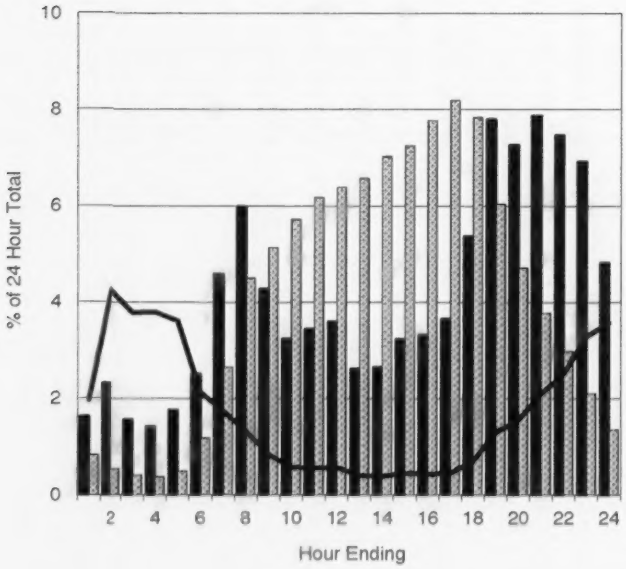
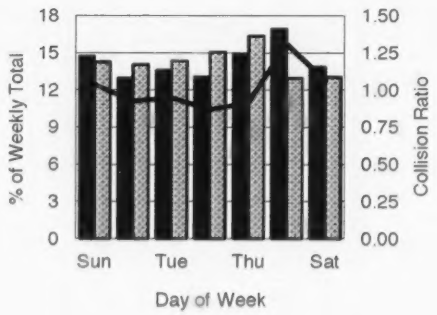


Figure 2.5

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways ** Traffic On Provincial Highways *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day and Day of Week

Table 2.3

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	93	35	37	37	39	60	95	396	1.3
1 to 2 a.m.	120	50	41	49	68	85	147	534	1.8
2 to 3 a.m.	148	41	35	38	47	75	152	536	1.8
3 to 4 a.m.	118	21	30	30	40	54	120	413	1.4
4 to 5 a.m.	68	43	28	33	46	40	75	333	1.1
5 to 6 a.m.	77	56	53	51	62	70	62	431	1.5
6 to 7 a.m.	62	113	128	124	123	112	98	760	2.6
7 to 8 a.m.	81	180	241	229	249	226	125	1,331	4.5
8 to 9 a.m.	81	236	271	249	286	257	99	1,479	5.0
9 to 10 a.m.	123	157	151	159	186	204	122	1,102	3.7
10 to 11 a.m.	137	165	140	166	189	235	168	1,200	4.0
11 a.m. to 12 p.m.	185	173	206	204	188	278	207	1,441	4.9
12 to 1 p.m.	182	232	230	210	214	309	212	1,589	5.4
1 to 2 p.m.	186	205	180	178	194	252	199	1,394	4.7
2 to 3 p.m.	170	193	195	176	205	240	228	1,407	4.7
3 to 4 p.m.	199	292	296	245	279	319	205	1,835	6.2
4 to 5 p.m.	201	300	309	324	301	397	210	2,042	6.9
5 to 6 p.m.	179	311	331	350	352	389	192	2,104	7.1
6 to 7 p.m.	202	258	248	268	269	319	265	1,829	6.2
7 to 8 p.m.	198	181	215	182	223	284	206	1,489	5.0
8 to 9 p.m.	233	167	200	176	215	227	215	1,433	4.8
9 to 10 p.m.	185	174	166	194	199	248	203	1,369	4.6
10 to 11 p.m.	150	113	139	151	175	236	224	1,188	4.0
11 p.m. to 12 a.m.	113	99	107	119	145	215	193	991	3.3
Not Stated	146	126	144	129	134	136	184	999	3.4
Total	**3,637**	**3,921**	**4,121**	**4,071**	**4,428**	**5,267**	**4,206**	**29,651**	
%	**12.3**	**13.2**	**13.9**	**13.7**	**14.9**	**17.8**	**14.2**		**100**

Major Contributing Factors

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Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies, the causal factors are assigned by the investigating officer. Incidents reported through SGI's Dial-A-Claim are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2011, a total of 44,055 factors contributed to 29,651 collisions. The numbers in these figures represent the number of occurrences of each factor.

Driver inattention and driver distraction account for 25.5% of all factors reported. SGI is aware of this fact and continues to work with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (43.7%) than in all collisions (33.8%). Human condition and human action account for 63.8% of all factors in collisions, as compared to 85.0% of factors in fatal crashes.

Figure 3.2 summarizes the factors by road system. Human factors contribute to 82.3% of urban collisions, while environmental conditions, mainly animal actions, are more prevalent in rural and highway collisions (59.1% and 64.2%).

Top 10 Contributory Factors in Fatal Collisions During 2011

Table 3.1

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Inattentive	3	36	6	0	45	16.0
Alcohol Involvement	4	27	10	3	44	15.7
Exceeding Speed Limit	4	16	2	1	23	8.2
Driving Too Fast for Road Conditions	1	13	5	1	20	7.1
Fail to Yield/Traffic Control Disregarded	4	11	3	0	18	6.4
Road Condition (Surface or Structure)	1	13	4	0	18	6.4
Other Human Action	3	13	0	0	16	5.7
Weather Conditions	0	12	1	0	13	4.6
Driver Inexperience/Confusion	1	7	4	0	12	4.3
Careless Driving/Stunting	2	7	1	1	11	3.9

All Major Contributing Factors In 2011 Fatal Collisions

Table 3.2

Driver/Vehicle/Environmental Factors	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
Inattentive	3	36	6	0	45	16.0
Alcohol Involvement	4	27	10	3	44	15.7
Exceeding Speed Limit	4	16	2	1	23	8.2
Driving Too Fast For Road Conditions	1	13	5	1	20	7.1
Fail to Yield/Traffic Control Disregarded	4	11	3	0	18	6.4
Road Condition (Surface or Structure)	1	13	4	0	18	6.4
Other Human Action	3	13	0	0	16	5.7
Weather Conditions	0	12	1	0	13	4.6
Driver Inexperience/Confusion	1	7	4	0	12	4.3
Careless Driving/Stunting	2	7	1	1	11	3.9
Passing Or Improper Lane Usage	0	11	0	0	11	3.9
Other Human Conditions	2	6	1	0	9	3.2
Distracted	2	5	0	0	7	2.5
Taking Evasive Action	0	2	2	1	5	1.8
Fell Asleep	0	5	0	0	5	1.8
Extreme Fatigue	1	2	0	0	3	1.1
Animal Action (Wild)	0	2	0	0	2	0.7
Drugs (Prescription or Illegal)	1	1	0	0	2	0.7
Physical / Mental Disability	1	1	0	0	2	0.7
Excessive Loose Gravel	0	1	1	0	2	0.7
Turning Improperly	0	2	0	0	2	0.7
Other Environmental Conditions	0	1	0	0	1	0.4
Lost Consciousness / Illness	0	1	0	0	1	0.4
View Obstructed/Limited Outside of Vehicle	0	1	0	0	1	0.4
Defective Tires Or Blowout	0	1	0	0	1	0.4
Defective Eyesight / Hearing	1	0	0	0	1	0.4
Snow Drift	0	0	1	0	1	0.4
Fail to Signal	0	1	0	0	1	0.4
Defective Lights	0	1	0	0	1	0.4
Defective Suspension / Wheel Failure	0	0	1	0	1	0.4
Obstruction / Debris on Roadway	0	0	0	1	1	0.4
Soft or Defective Shoulder	0	0	1	0	1	0.4

Major Contributing Factors by Collision Severity

Figure 3.1

Count of Human Condition Factors by Severity of Collision

Table 3.3

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	8,466	1,705	45	10,216	23.2
Driver Inexperience/Confusion	869	335	12	1,216	2.8
Driver Distraction	664	338	7	1,009	2.3
Driving While Impaired	526	225	31	782	1.8
Had Been Drinking	499	157	13	669	1.5
Other Human Conditions	333	138	9	480	1.1
Fell Asleep	131	65	5	201	0.5
Extreme Fatigue	74	32	3	109	0.2
Lost Consciousness/Other Illness	39	29	1	69	0.2
Physical/Medical Disability	36	20	2	58	0.1
Drugs (Prescription or Illegal)	30	24	2	56	0.1
Defective Eyesight/Hearing	22	5	1	28	0.1
Total	**11,689**	**3,073**	**131**	**14,893**	**33.8**

Count of Human Action Factors by Severity of Collision

Table 3.4

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,141	873	11	3,025	6.9
Driving Too Fast for Conditions	1,785	585	20	2,390	5.4
Following Too Closely	1,214	876	0	2,090	4.7
Taking Evasive Action	784	277	5	1,066	2.4
Other Human Action	717	242	16	975	2.2
Traffic Control Device Disregarded	583	337	7	927	2.1
Passing or Improper Lane Usage	490	120	11	621	1.4
Careless Driving/Stunting	382	146	11	539	1.2
Turning Improper	413	99	2	514	1.2
Backing Unsafely	412	38	0	450	1.0
Exceeding Speed Limit	166	113	23	302	0.7
Pedestrian Action Contributed	8	124	17	149	0.3
Driving Wrong Way in One Way Traffic	35	15	0	50	0.1
Fail to Signal	38	5	1	44	0.1
Total	**9,168**	**3,850**	**124**	**13,142**	**30**

Count of Vehicle Condition Factors by Severity of Collision

Table 3.5

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Other Vehicle Condition/Defective	119	21	0	140	0.3
Defective Tires/Tire Blowout	110	25	1	136	0.3
Jackknife/Trailer Swing	74	13	0	87	0.2
Defective Brakes	61	17	0	78	0.2
View from Vehicle Obstructed	53	14	0	67	0.2
Vehicle Overloaded/Improperly Loaded	47	8	0	55	0.1
Load Shifted/Spilled	41	8	0	49	0.1
Defective Suspension/Wheel Failure	31	12	1	44	0.1
Defective Engine/Power Train/Wiring	33	4	0	37	0.1
Defective Steering	23	6	0	29	0.1
Defective Lights	17	3	1	21	0.0
Lights Not On	10	2	0	12	0.0
Defective Exhaust System	1	0	0	1	0.0
Total	**620**	**133**	**3**	**756**	**1.7**

Count of Environmental Condition Factors by Severity of Collision

Table 3.6

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	4,766	264	2	5,032	11.4
Road Condition (Surface or Structure)	3,610	1,077	18	4,705	10.7
Weather Conditions	1,182	357	13	1,552	3.5
Uninvolved Vehicle	481	297	0	778	1.8
Snow Drift	680	134	1	815	1.8
View Obstructed/Limited	360	133	1	494	1.1
Excessive Loose Gravel	246	129	2	377	0.9
Other Environmental Condition	291	102	1	394	0.9
Animal Action (Domestic)	182	40	2	224	0.5
Obstruction/Debris on Road	206	28	1	235	0.5
Sun Glare	123	72	0	195	0.4
Soft or Defective Shoulder	98	35	1	134	0.3
Construction Zone	73	59	0	132	0.3
Uninvolved Pedestrian	64	73	0	137	0.3
Traffic Control Device Not Working	30	12	0	42	0.1
Lane Marking Inadequate	15	3	0	18	0.0
Total	**12,407**	**2,815**	**42**	**15,264**	**34.6**

Count of Human Condition Factors by Road System

Table 3.7

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	8,967	891	280	78	10,216	23.2
Driver Inexperience/Confusion	605	316	252	43	1,216	2.8
Driver Distraction	723	194	71	21	1,009	2.3
Driving While Impaired	531	154	51	46	782	1.8
Had Been Drinking	429	138	64	38	669	1.5
Other Human Conditions	361	77	34	8	480	1.1
Fell Asleep	41	132	17	11	201	0.5
Extreme Fatigue	37	55	14	3	109	0.2
Lost Consciousness/Other Illness	43	23	3	0	69	0.2
Physical/Medical Disability	41	15	2	0	58	0.1
Drugs (Prescription or Illegal)	31	14	9	2	56	0.1
Defective Eyesight/Hearing	20	5	3	0	28	0.1
Total	**11,829**	**2,014**	**800**	**250**	**14,893**	**33.8**

Count of Human Action Factors by Road System

Table 3.8

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,765	190	59	11	3,025	6.9
Driving Too Fast for Conditions	1,451	586	259	94	2,390	5.4
Following Too Closely	1,924	122	29	15	2,090	4.7
Taking Evasive Action	477	325	186	78	1,066	2.4
Traffic Control Device Disregarded	833	71	22	1	927	2.1
Other Human Action	698	188	59	30	975	2.2
Passing or Improper Lane Usage	458	144	15	4	621	1.4
Turning Improperly	448	47	14	5	514	1.2
Careless Driving/Stunting	393	85	41	20	539	1.2
Backing Unsafely	421	7	13	9	450	1.0
Exceeding Speed Limit	176	81	32	13	302	0.7
Pedestrian Action Contributed	116	17	5	11	149	0.3
Driving Wrong Way in One Way Traffic	34	10	4	2	50	0.1
Fail to Signal	34	10	0	0	44	0.1
Total	**10,228**	**1,883**	**738**	**293**	**13,142**	**30**

Count of Vehicle Condition Factors by Road System

Table 3.9

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Tires/Tire Blowout	29	76	18	13	136	0.3
Other Vehicle Condition/Defective	48	64	20	8	140	0.3
Defective Brakes	57	13	6	2	78	0.2
Jackknife/Trailer Swing	25	48	7	7	87	0.2
View from Vehicle Obstructed	58	8	1	0	67	0.2
Defective Suspension/Wheel Failure	9	27	4	4	44	0.1
Load Shifted/Spilled	14	22	12	1	49	0.1
Vehicle Overloaded/Improperly Loaded	18	30	5	2	55	0.1
Defective Engine/Power Train/Wiring	10	24	2	1	37	0.1
Defective Steering	12	6	8	3	29	0.1
Defective Lights	8	10	2	1	21	0.0
Lights Not On	9	2	0	1	12	0.0
Defective Exhaust System	0	0	1	0	1	0.0
Total	**297**	**330**	**86**	**43**	**756**	**1.7**

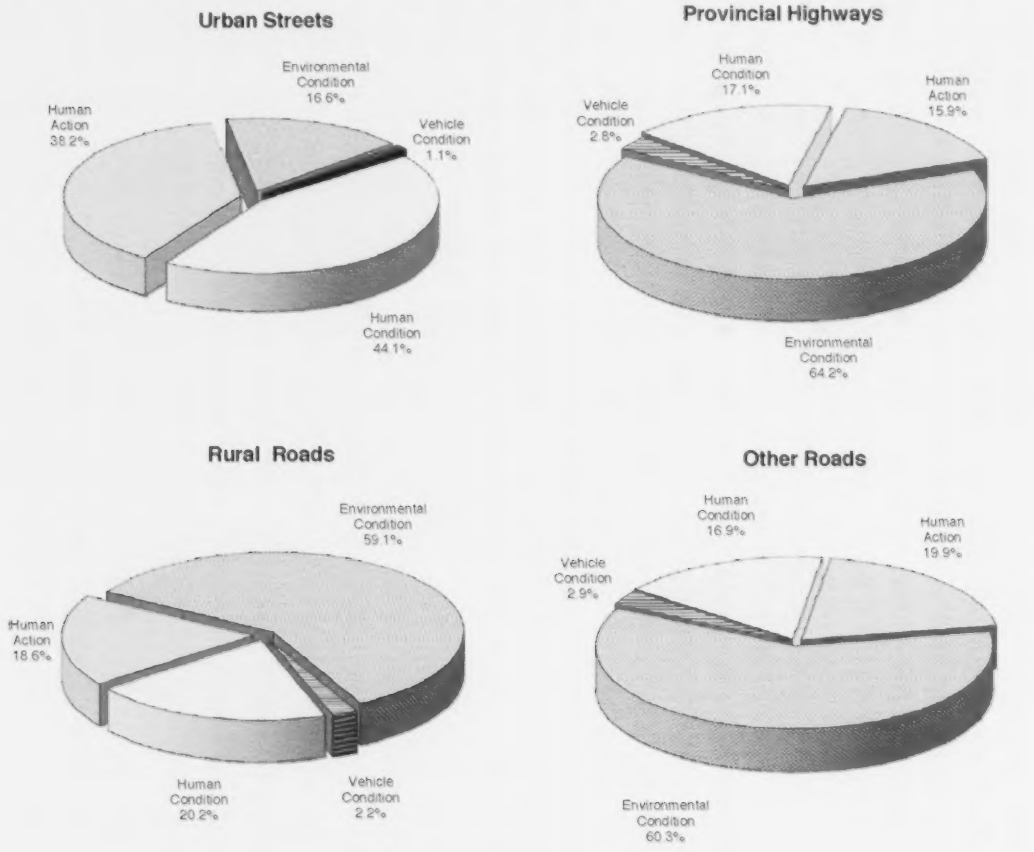
Count of Environmental Condition Factors by Road System

Table 3.10

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	130	3,820	737	345	5,032	11.4
Road Condition (Surface or Structure)	2,309	1,453	699	244	4,705	10.7
Weather Conditions	446	933	132	41	1,552	3.5
Uninvolved Vehicle	476	236	49	17	778	1.8
Snow Drift	254	395	137	29	815	1.8
View Obstructed/Limited	187	163	83	61	494	1.1
Excessive Loose Gravel	46	76	209	46	377	0.9
Other Environmental Condition	118	148	93	35	394	0.9
Animal Action (Domestic)	41	78	71	34	224	0.5
Obstruction/Debris on Road	59	129	31	16	235	0.5
Sun Glare	145	32	15	3	195	0.4
Soft or Defective Shoulder	15	52	61	6	134	0.3
Construction Zone	58	53	15	6	132	0.3
Uninvolved Pedestrian	135	2	0	0	137	0.3
Traffic Control Device Not Working	26	3	9	4	42	0.1
Lane Marking Inadequate	5	7	4	2	18	0.0
Total	**4,450**	**7,580**	**2,345**	**889**	**15,264**	**34.6**

Major Contributing Factors in Collisions by Road System

Figure 3.2



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Tables 4.1 to 4.3 and Table 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (52%), clear weather (58%), daylight (52%) and on a straight/level stretch of road (70%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 22.5% of collisions where a weather condition is not stated.

Tables 4.6 and 4.7 provide a breakdown of the types of collisions by single and multiple vehicle configurations. Single vehicle collisions account for 87% of the collisions on rural roads, 83% on provincial highways and 14% on urban streets.

Table 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or movable object, overturning or jackknifing.

Figure 4.1
Collisions by Road Surface Condition

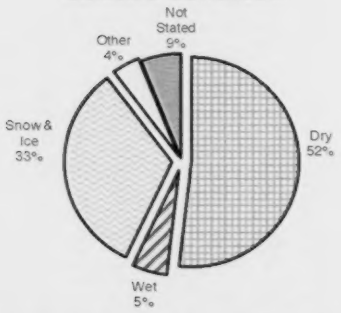


Figure 4.2
Collisions by Light Condition

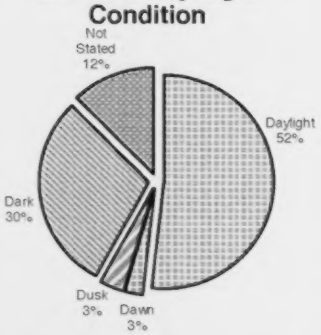
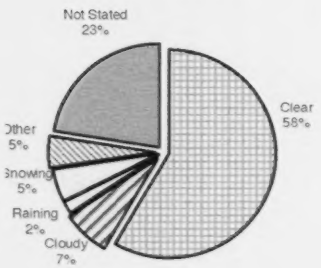


Figure 4.3
Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Table 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	12,433	2,834	97	15,364	51.8
Packed Snow/Ice	7,575	1,367	19	8,961	30.2
Not Stated	1,644	157	0	1,801	6.1
Wet	1,243	298	10	1,551	5.2
Loose Gravel or Sand	637	298	6	941	3.2
Loose Snow	593	145	4	742	2.5
Slush	158	38	1	197	0.7
Muddy	69	20	1	90	0.3
Fresh Oil	3	1	0	4	0.0
Total	**24,355**	**5,158**	**138**	**29,651**	**100**

Collisions by Light Condition and Severity

Table 4.2

Natural/Artificial Light* Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	11,843	3,459	53	15,355	51.8
Not Stated	3,530	125	2	3,657	12.3
Dark/No Lighting*	4,461	644	51	5,156	17.4
Dark/Lighting On*	3,014	613	13	3,640	12.3
Dusk	865	187	9	1,061	3.6
Dawn	642	130	10	782	2.6
Total	**24,355**	**5,158**	**138**	**29,651**	**100**

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Table 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	13,968	3,236	105	17,309	58.4
Not Stated	5,933	737	1	6,671	22.5
Cloudy	1,566	550	16	2,132	7.2
Snowing	1,275	242	4	1,521	5.1
Raining	431	131	6	568	1.9
Drifting Snow/Dust	832	155	3	990	3.3
Fog/Smoke/Smog	100	19	2	121	0.4
Sleet/Hail/Freezing Rain	129	39	0	168	0.6
Strong Winds	121	49	1	171	0.6
Total	**24,355**	**5,158**	**138**	**29,651**	**100**

Intersection-Related Collisions by Severity

Table 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	8,534	2,409	9	10,952
Street/Private Approach, Driveway	540	174	0	714
Highway/Highway	371	80	14	465
Street/Highway	284	55	0	339
Grid-Municipal Road/Grid-Municipal Road	183	70	4	257
Highway/Grid-Municipal Road	138	101	6	245
Street/Lane or Alley	202	35	0	237
Street/Grid-Municipal Road	76	4	0	80
Grid-Municipal Road/Other Road	57	15	0	72
Highway/Private Approach, Driveway	34	23	3	60
Grid-Municipal Road/Private Approach, Driveway	32	10	0	42
Other Road/Private Approach, Driveway	21	10	0	31
Lane or Alley/Lane or Alley	23	3	0	26
Lane or Alley/Private Approach, Driveway	13	3	0	16
Lane or Alley/Highway	7	3	0	10
Grid-Municipal Road/Lane or Alley	5	1	0	6
Highway/Other Road	5	0	0	5
Lane or Alley/Other Road	0	0	0	0
Total Intersection Related	**10,525**	**2,996**	**36**	**13,557**

Non-Intersection-Related Collisions by Severity

Table 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-Intersection (Highway)	5,293	1,013	75	6,381
Non-Intersection (Urban)	4,600	572	8	5,180
Non-Intersection (Rural)	1,555	368	13	1,936
Other/Not Stated (Urban)	927	12	0	939
Non-Intersection (Other)	633	96	5	734
Other/Not Stated (Highway)	311	12	0	323
Bridge or Overpass (Urban)	75	23	0	98
Other/Not Stated (Other)	83	6	0	89
Other/Not Stated (Rural)	75	2	0	77
Ramp (Urban)	59	6	0	65
Railroad Level Crossing (Urban)	46	11	0	57
Bridge or Overpass (Highway)	39	6	1	46
Passing Lane/Climbing Lane (Urban)	27	1	0	28
Railroad Level Crossing (Highway)	20	5	0	25
Tunnel or Underpass (Urban)	16	5	0	21
Off Roadway (Urban)	18	2	0	20
Off Roadway (Highway)	9	3	0	12
Railroad Level Crossing (Rural)	8	3	0	11
Passing Lane/Climbing Lane (Highway)	6	4	0	10
Off Roadway (Other)	4	4	0	8
Off Roadway (Rural)	6	1	0	7
Bridge or Overpass (Rural)	5	2	0	7
Ramp (Highway)	4	3	0	7
Tunnel or Underpass (Highway)	4	1	0	5
Bridge or Overpass (Other)	2	1	0	3
Passing Lane/Climbing Lane (Rural)	2	0	0	2
Passing Lane/Climbing Lane (Other)	2	0	0	2
Railroad Level Crossing (Other)	1	0	0	1
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other)	0	0	0	0
Ramp (Rural)	0	0	0	0
Ramp (Other)	0	0	0	0
Total Non-Intersection Related	**13,830**	**2,162**	**102**	**16,094**
Totals	**24,355**	**5,158**	**138**	**29,651**

Collisions by Configuration and Severity

Table 4.6

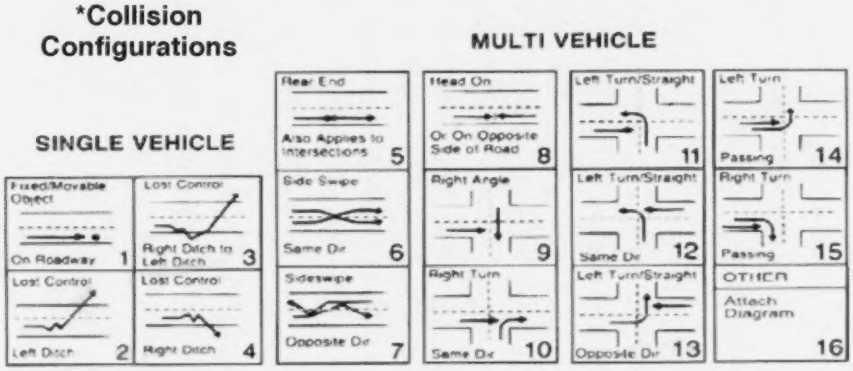
Collision Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	5,949	603	20	6,572	22.2
4 Lost Control Right Ditch	2,311	705	23	3,039	10.2
2 Lost Control Left Ditch	1,027	384	14	1,425	4.8
3 Lost Control Right to Left	492	208	8	708	2.4
Single Vehicle Total	**9,779**	**1,900**	**65**	**11,744**	**39.6**
5 Rear End	3,840	1,446	7	5,293	17.9
9 Right Angle	2,070	696	15	2,781	9.4
6 Side Swipe Same Direction	1,724	109	0	1,833	6.2
13 Left Turn/Straight - Opposite Direction	905	342	5	1,252	4.2
11 Left Turn/Straight	459	130	0	589	2.0
7 Side Swipe Opposite Direction	430	79	0	509	1.7
8 Head On	227	86	31	344	1.2
10 Right Turn Same Direction	205	48	0	253	0.9
12 Left Turn/Straight - Same Direction	171	42	0	213	0.7
14 Left Turn Passing	126	35	3	164	0.6
15 Right Turn Passing	111	20	0	131	0.4
Multiple Vehicle Total	**10,268**	**3,033**	**61**	**13,362**	**45.1**
16 Other Single or Multiple Vehicle	4,308	225	12	4,545	15.3
Total	**24,355**	**5,158**	**138**	**29,651**	**100**

Collisions by Configuration and Road System

Table 4.7

Collision Configuration*	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	1,383	3,980	811	398	6,572	22.2
4 Lost Control Right Ditch	772	1,310	733	224	3,039	10.2
2 Lost Control Left Ditch	316	690	331	88	1,425	4.8
3 Lost Control Right to Left	169	334	178	27	708	2.4
Single Vehicle Total	**2,640**	**6,314**	**2,053**	**737**	**11,744**	**39.6**
5 Rear End	4,809	374	70	40	5,293	17.9
9 Right Angle	2,544	149	65	23	2,781	9.4
6 Side Swipe Same Direction	1,657	156	14	6	1,833	6.2
13 Left Turn/Straight - Opposite Direction	1,204	41	2	5	1,252	4.2
11 Left Turn/Straight	561	18	8	2	589	2.0
7 Side Swipe Opposite Direction	355	107	23	24	509	1.7
8 Head On	240	86	6	12	344	1.2
10 Right Turn Same Direction	237	8	1	7	253	0.9
12 Left Turn/Straight - Same Direction	184	25	2	2	213	0.7
14 Left Turn Passing	110	39	11	4	164	0.6
15 Right Turn Passing	121	6	3	1	131	0.4
Multiple Vehicle Total	**12,022**	**1,009**	**205**	**126**	**13,362**	**45.1**
16 Other - Single or Multiple Vehicle	4,055	298	110	82	4,545	15.3
Total	**18,717**	**7,621**	**2,368**	**945**	**29,651**	**100**

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Table 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	27,421	6,471	160	34,052	70.2
Not Stated	9,905	1,617	13	11,535	23.8
Curved/Level or Near Level	1,267	356	26	1,649	3.4
Straight/Steep Incline or Decline	284	98	2	384	0.8
Straight/Top of Hill (Crest)	210	84	4	298	0.6
Straight/Bottom of Hill (Sag)	166	53	3	222	0.5
Curved/Steep Incline or Decline	106	46	2	154	0.3
Curved/Top of Hill (Crest)	43	19	0	62	0.1
Dead End/Level or Near Level	46	11	1	58	0.1
Curved/Bottom of Hill (Sag)	40	11	2	53	0.1
Dead End/Steep Incline or Decline	4	4	0	8	0.0
Dead End/Top of Hill (Crest)	1	1	0	2	0.0
Dead End/Bottom of Hill (Sag)	2	0	0	2	0.0
Total	**39,495**	**8,771**	**213**	**48,479**	**100**

Collision Events by Severity of Collision

Table 4.9

Hit Fixed Object	Property Damage	Personal Injury	Fatal	Total	%
Ditch Bottom/Back Slope	670	152	7	829	2.0
Snow Bank/Drift	610	126	2	738	1.8
Tree/Bush	429	93	4	526	1.3
Curbing	407	85	1	493	1.2
Other Fixed Object	389	47	3	439	1.0
Lamp Support (Traffic Signal, Street Light)	339	59	1	399	1.0
Fence	334	43	0	377	0.9
Sign Post	287	33	0	320	0.8
Power/Telephone Pole	187	27	1	215	0.5
Approach	142	56	1	199	0.5
Raised Median/Barrier	165	32	0	197	0.5
Debris on Road	167	14	1	182	0.4
Guard Rail	120	22	1	143	0.3
Building/Wall	102	16	0	118	0.3
Rock Face/Rocks on Road	79	6	1	86	0.2
Bridge Structure	58	11	1	70	0.2
Culvert	42	20	1	63	0.2
Traffic Barricade	53	6	0	59	0.1
Fire Hydrant, Parking Meter, Utility Box	49	4	0	53	0.1
Gravel Pile	19	5	0	24	0.1
Crash Cushions/Impact Attenuator	19	1	0	20	0.0
Delineator Post	13	3	0	16	0.0
Subtotal Fixed Objects	**4,680**	**861**	**25**	**5,566**	**13.3**
Hit Movable Object					
Another Road Vehicle	14,161	3,198	66	17,425	41.6
Animal	4,754	227	3	4,984	11.9
Other Movable Object	643	37	1	681	1.6
Pedestrian	53	336	22	411	1.0
Railroad Train	14	5	0	19	0.0
Subtotal Movable Objects	**19,625**	**3,803**	**92**	**23,520**	**56.1**
Non-Collision Event					
Ran Off Road	3,705	1,571	65	5,341	12.7
Skidding/Sliding/Spinning	2,849	1,272	31	4,152	9.9
Overturned	1,526	1,042	42	2,610	6.2
Other Non-Collision Events	215	44	4	263	0.6
Submersion	150	32	3	185	0.4
Jackknife/Trailer Swing	130	15	0	145	0.3
Fire/Explosion	68	10	5	83	0.2
Load Spill	32	10	0	42	0.1
Subtotal Non-Collision Events	**8,675**	**3,996**	**150**	**12,821**	**30.6**
Grand Total	**32,980**	**8,660**	**267**	**41,907**	**100**

Collision Events by Road System

Table 4.10

Hit Fixed Object	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Ditch Bottom/Back Slope	99	438	223	69	829	2.0
Snow Bank/Drift	330	234	138	36	738	1.8
Tree/Bush	307	64	77	78	526	1.3
Curbing	477	15	1	0	493	1.2
Other Fixed Objects	234	84	85	36	439	1.0
Lamp Support (Traffic Signal, Street Light)	363	31	2	3	399	1.0
Fence	237	47	65	28	377	0.9
Sign Post	234	72	11	3	320	0.8
Power/Telephone Pole	167	23	16	9	215	0.5
Approach	41	89	49	20	199	0.5
Raised Median/Barrier	191	5	0	1	197	0.5
Debris on Road	26	125	20	11	182	0.4
Guard Rail	109	32	2	0	143	0.3
Building/Wall	113	2	0	3	118	0.3
Rock Face/Rocks on Road	11	37	20	18	86	0.2
Bridge Structure	39	24	5	2	70	0.2
Culvert	11	19	27	6	63	0.2
Traffic Barricade	50	7	2	0	59	0.1
Fire Hydrant, Parking Meter, Utility Box	49	4	0	0	53	0.1
Gravel Pile	3	8	13	0	24	0.1
Crash Cushions/Impact Attenuator	9	9	2	0	20	0.0
Delineator Post	11	3	1	1	16	0.0
Subtotal - Fixed Objects	**3,111**	**1,372**	**759**	**324**	**5,566**	**13.3**
Hit Movable Object						
Another Road Vehicle	15,829	1,167	255	174	17,425	41.6
Animal	122	3,815	713	334	4,984	11.9
Other Movable Objects	461	161	38	21	681	1.6
Pedestrian	365	24	6	16	411	1.0
Railroad Train	10	2	7	0	19	0.0
Subtotal - Movable Objects	**16,787**	**5,169**	**1,019**	**545**	**23,520**	**56.1**
Non-Collision Event						
Ran Off Road	1,143	2,512	1,315	371	5,341	12.7
Skidding/Sliding/Spinning	1,549	1,669	711	223	4,152	9.9
Overturned	211	1,511	733	155	2,610	6.2
Other Non-Collision Events	89	125	32	17	263	0.6
Submersion	11	66	87	21	185	0.4
Jackknife/Trailer Swing	16	102	19	8	145	0.3
Fire/Explosion	13	49	19	2	83	0.2
Load Spill	5	21	14	2	42	0.1
Subtotal - Non-Collision Events	**3,037**	**6,055**	**2,930**	**799**	**12,821**	**30.6**
Grand Total	**22,935**	**12,596**	**4,708**	**1,668**	**41,907**	**100**

Vehicles in Collisions by Road Characteristics and Severity

Table 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided Two Way	14,106	4,027	172	18,305	37.8
Not Stated	10,957	1,627	4	12,588	26.0
Divided Raised Median	4,162	1,530	4	5,696	11.7
Divided Depressed/Painted Median	3,303	1,143	31	4,477	9.2
Undivided One Way	6,224	329	2	6,555	13.5
Other	743	115	0	858	1.8
Total	**39,495**	**8,771**	**213**	**48,479**	**100**

TAIS records up to three events in order of sequence for each vehicle involved in a collision.
Tables 4.9 and 4.10 summarize the 41,907 events that were recorded in 29,651 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Driver Factors

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Driver Factors

Driver factors captured for collisions include the driver's age and gender, traffic charges laid, human action contributing to the collision and the driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used to identify the characteristics of those drivers who are more likely to cause collisions, and to address the behaviours that increase their risk of collision.

Driver Improvement Program

SGI's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers that are incurring convictions, or are involved in at-fault collisions, to develop and maintain safe driving habits. SGI uses a demerit system for tracking driver performance.

SGI sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault collisions are required to attend a defensive driving course. Further convictions or at-fault collisions may result in the driver being required to take driver improvement training. Subsequent convictions or at-fault collisions may result in licence restrictions or suspensions.

Graduated Driver's Licensing Program

SGI's Graduated Driver's Licensing (GDL) program was implemented in September 2005. It was designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program: a nine-month Learner stage, a six-month Novice 1 stage and a 12-month Novice 2 stage. Program restrictions relax as drivers advance through these stages. Drivers in the Novice 2 stage must remain free of at-fault collisions, traffic convictions and suspensions in order to graduate to a full licence.

Saskatchewan has a zero alcohol tolerance level for new drivers.

An evaluation on the initial effects of the program was undertaken during the first cycle of the program. Results indicate that GDL drivers of all ages had an 18% reduction in at-fault crash risk. Program restrictions also appear to have a positive effect in reducing at-fault collisions, specifically among young drivers. Particularly, nighttime crash risk was reduced by 52% after the implementation of the program.

Licensed Drivers and Drivers in Collisions by Driver Age

Table 5.1

	Licensed Drivers			Drivers In 2011 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	5,407	5,275	10,682	47	46	0	93	65	26	2	93	8.71	0.15
16	4,780	4,674	9,454	624	515	3	1,142	909	227	6	1,142	120.80	2.04
17	5,803	5,389	11,192	762	527	3	1,292	1,007	279	6	1,292	115.44	1.95
18	5,923	5,632	11,555	762	502	5	1,269	1,014	245	10	1,269	109.82	1.85
19	6,270	5,895	12,165	815	481	3	1,299	1,039	254	6	1,299	106.78	1.80
20	6,417	5,981	12,398	721	477	4	1,202	957	238	7	1,202	96.95	1.63
21	6,759	6,391	13,150	733	448	5	1,186	946	236	4	1,186	90.19	1.52
22	6,790	6,372	13,162	667	379	4	1,050	828	212	10	1,050	79.78	1.34
23	6,726	6,321	13,047	675	394	3	1,072	853	213	6	1,072	82.16	1.38
24	6,872	6,264	13,136	651	399	0	1,050	820	228	2	1,050	79.93	1.35
25	6,754	6,281	13,035	623	366	4	993	795	195	4	994	76.26	1.28
26	7,003	6,496	13,499	575	339	2	916	732	177	7	916	67.86	1.14
27	6,827	6,434	13,261	529	335	2	866	696	168	2	866	65.30	1.10
28	6,666	6,412	13,078	541	344	3	888	699	184	5	888	67.90	1.14
29	6,565	6,515	13,080	507	349	1	857	696	160	1	857	65.52	1.10
30	6,517	6,115	12,632	481	307	0	788	619	165	4	788	62.38	1.05
31	6,430	5,887	12,317	462	304	2	768	600	165	3	768	62.35	1.05
32	6,290	6,055	12,345	451	281	1	733	560	167	6	733	59.38	1.00
33	6,123	5,778	11,901	438	269	1	708	543	158	7	708	59.49	1.00
34	6,132	5,850	11,982	437	269	3	709	559	147	3	709	59.17	1.00
35	5,899	5,763	11,662	418	265	2	685	527	155	3	685	58.74	0.99
36	5,917	5,598	11,515	418	232	0	650	508	138	4	650	56.45	0.95
37	5,757	5,500	11,257	401	233	1	635	497	135	3	635	56.41	0.95
38	5,662	5,576	11,238	383	252	3	638	491	146	2	639	56.86	0.96
39	5,773	5,397	11,170	408	243	0	651	522	127	2	651	58.28	0.98
40	5,806	5,593	11,399	391	255	0	646	498	145	3	646	56.67	0.95
41	5,692	5,398	11,090	378	221	3	602	471	131	0	602	54.28	0.91
42	5,700	5,469	11,169	361	210	3	574	441	132	1	574	51.39	0.87
43	5,770	5,511	11,281	387	213	3	603	472	130	1	603	53.45	0.90
44	5,672	5,427	11,099	383	254	2	639	485	148	6	639	57.57	0.97
45	6,018	5,848	11,866	384	242	3	629	495	132	2	629	53.01	0.89
46	6,544	6,204	12,748	414	255	2	671	513	155	3	671	52.64	0.89
47	6,802	6,887	13,689	401	276	2	679	539	138	2	679	49.60	0.84
48	7,347	7,128	14,475	402	253	2	657	502	151	4	657	45.39	0.76
49	7,224	7,134	14,358	375	251	2	628	498	127	3	628	43.74	0.74
50	7,345	7,099	14,444	397	218	2	617	488	123	6	617	42.72	0.72
51	7,404	7,111	14,515	378	219	2	599	482	117	0	599	41.27	0.70
52	7,477	7,207	14,684	395	214	0	609	468	136	5	609	41.47	0.70
53	7,206	6,980	14,186	370	210	2	582	447	133	2	582	41.03	0.69
54	7,377	7,055	14,432	366	180	3	549	423	125	1	549	38.04	0.64
55	7,015	6,724	13,739	367	192	0	559	440	115	4	559	40.69	0.69
56	7,249	6,801	14,050	333	195	4	532	394	137	1	532	37.86	0.64
57	7,009	6,707	13,716	291	165	0	456	350	105	1	456	33.25	0.56
58	6,513	6,167	12,680	295	160	0	455	352	100	3	455	35.88	0.60
59	6,186	5,703	11,889	291	154	0	445	338	105	2	445	37.43	0.63
60	5,753	5,448	11,201	232	137	2	371	283	84	4	371	33.12	0.56
61	5,575	5,243	10,818	251	115	3	369	287	77	5	369	34.11	0.57
62	5,413	5,113	10,526	239	127	0	366	289	74	3	366	34.77	0.59

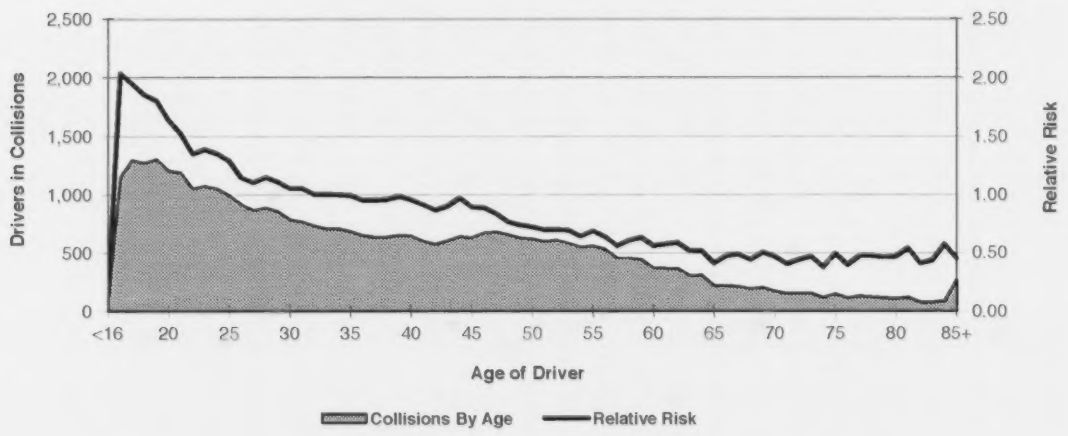
	Licensed Drivers			Drivers In 2011 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	5,123	4,846	9,969	199	105	1	305	225	78	2	305	30.59	0.52
64	5,216	4,987	10,203	206	105	1	312	232	78	2	312	30.58	0.52
65	4,568	4,376	8,944	138	79	1	218	167	50	1	218	24.37	0.41
66	4,134	3,748	7,882	142	79	0	221	181	39	1	221	28.04	0.47
67	3,787	3,650	7,437	165	50	0	215	176	38	1	215	28.91	0.49
68	3,764	3,579	7,343	130	62	1	193	156	37	0	193	26.28	0.44
69	3,454	3,402	6,856	139	63	3	205	156	48	1	205	29.90	0.50
70	3,156	3,104	6,260	109	65	0	174	138	34	2	174	27.80	0.47
71	3,247	3,072	6,319	97	55	0	152	119	31	2	152	24.05	0.41
72	2,962	2,877	5,839	101	52	0	153	118	35	0	153	26.20	0.44
73	2,790	2,792	5,582	97	58	0	155	127	28	0	155	27.77	0.47
74	2,626	2,672	5,298	81	36	2	119	95	24	0	119	22.46	0.38
75	2,580	2,515	5,095	108	41	0	149	111	36	2	149	29.24	0.49
76	2,480	2,390	4,870	76	39	0	115	86	29	0	115	23.61	0.40
77	2,341	2,313	4,654	73	58	0	131	95	34	2	131	28.15	0.47
78	2,198	2,215	4,413	94	30	0	124	90	33	1	124	28.10	0.47
79	2,168	2,037	4,205	83	33	0	116	93	22	1	116	27.59	0.46
80	2,003	1,882	3,885	75	33	0	108	86	21	1	108	27.80	0.47
81	1,845	1,876	3,721	87	32	0	119	84	33	2	119	31.98	0.54
82	1,663	1,589	3,252	52	27	0	79	66	12	1	79	24.29	0.41
83	1,550	1,471	3,021	52	26	0	78	62	16	0	78	25.82	0.44
84	1,362	1,267	2,629	62	27	0	89	69	20	0	89	33.85	0.57
85+	5,430	4,560	9,990	198	69	0	267	205	60	2	267	26.73	0.45
NS	0	0	0	230	54	4,598	4,882	4,632	247	3	4,882		
Total	376,606	359,028	735,634	24,404	14,550	4,702	43,656	35,006	8,448	204	43,658	59.35	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000 (e.g., the 16 year age group - (1,074/10,772) x 1,000 = 99.7).

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers (e.g., for the 16 year age group - 99.7/59.51 = 1.68).

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.1



Licensed Drivers by Age, Gender and Year

Table 5.2

	2009			2010			2011		
Age	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	4441	4265	8,706	4,280	4,308	8,588	5,407	5,275	10,682
16	5504	5221	10,725	5,562	5,210	10,772	4,780	4,674	9,454
17	5960	5671	11,631	5,778	5,470	11,248	5,803	5,389	11,192
18	6230	5813	12,043	6,153	5,787	11,940	5,923	5,632	11,555
19	6453	6100	12,553	6,318	5,864	12,182	6,270	5,895	12,165
20	6464	6168	12,632	6,503	6,190	12,693	6,417	5,981	12,398
21	6301	6114	12,415	6,541	6,228	12,769	6,759	6,391	13,150
22	6394	6084	12,478	6,394	6,121	12,515	6,790	6,372	13,162
23	6345	6040	12,385	6,516	6,098	12,614	6,726	6,321	13,047
24	6596	6143	12,739	6,521	6,139	12,660	6,872	6,264	13,136
25 - 34	59820	57467	117,287	62,327	59,436	121,763	65,307	61,823	127,130
35 - 44	56071	54550	110,621	56,384	54,509	110,893	57,648	55,232	112,880
45 - 54	72024	70003	142,027	71,366	69,430	140,796	70,744	68,653	139,397
55 - 64	56559	53131	109,690	59,176	55,773	114,949	61,052	57,739	118,791
65 - 74	32745	31472	64,217	33,503	32,186	65,689	34,488	33,272	67,760
75 >	25517	23659	49,176	25,786	23,952	49,738	25,620	24,115	49,735
Total	363,424	347,901	711,325	369,108	352,701	721,809	376,606	359,028	735,634

Drivers In Collisions by Age, Gender and Year

Table 5.3

	2009				2010				2011			
Age	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	51	58	8	117	56	44	5	105	47	46	0	93
16	733	574	0	1,307	473	606	1	1,080	624	515	3	1,142
17	782	571	3	1,356	510	680	3	1,193	762	527	3	1,292
18	843	548	6	1,397	542	782	3	1,327	762	502	5	1,269
19	863	578	2	1,443	462	763	5	1,230	815	481	3	1,299
20	831	493	6	1,330	456	802	2	1,260	721	477	4	1,202
21	742	444	1	1,187	452	698	5	1,155	733	448	5	1,186
22	670	424	1	1,095	448	645	3	1,096	667	379	4	1,050
23	649	408	1	1,058	391	579	3	973	675	394	3	1,072
24	570	394	3	967	341	572	1	914	651	399	0	1,050
25 - 34	4,924	2,928	20	7,872	2,779	4,599	26	7,404	5,044	3,163	19	8,226
35 - 44	3,860	2,227	33	6,120	2,279	3,636	16	5,931	3,928	2,378	17	6,323
45 - 54	3,928	2,115	10	6,053	2,024	3,717	15	5,756	3,882	2,318	20	6,220
55 - 64	2,549	1,257	6	3,812	1,248	2,467	9	3,724	2,704	1,455	11	4,170
65 - 74	1,171	568	1	1,740	559	1,163	4	1,726	1,199	599	7	1,805
75 >	874	433	1	1,308	415	831	2	1,248	962	415	0	1,377
NS *	235	120	5,890	6,245	1,204	727	5,029	6,960	228	54	4,598	4,880
Total	24,275	14,140	5,992	44,407	14,639	23,311	5,132	43,082	24,404	14,550	4,702	43,656

Drivers In Collisions by Age, Collision Severity and Year

Table 5.4

	2009				2010				2011			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	72	44	1	117	77	26	2	105	65	26	2	93
16	1,027	277	3	1,307	850	226	4	1,080	909	227	6	1,142
17	1,114	237	5	1,356	955	233	5	1,193	1,007	279	6	1,292
18	1,110	281	6	1,397	1,048	276	3	1,327	1,014	245	10	1,269
19	1,132	301	10	1,443	971	246	13	1,230	1,039	254	6	1,299
20	1,048	274	8	1,330	1,034	221	5	1,260	957	238	7	1,202
21	936	243	8	1,187	909	239	7	1,155	946	236	4	1,186
22	865	226	4	1,095	856	235	5	1,096	828	212	10	1,050
23	855	200	3	1,058	769	199	5	973	853	213	6	1,072
24	755	206	6	967	741	168	5	914	820	228	2	1,050
25 - 34	6,197	1,646	29	7,872	5,971	1,398	35	7,404	6,498	1,686	42	8,226
35 - 44	4,797	1,295	28	6,120	4,684	1,207	40	5,931	4,911	1,387	25	6,323
45 - 54	4,759	1,258	36	6,053	4,616	1,109	31	5,756	4,855	1,337	28	6,220
55 - 64	3,026	767	19	3,812	2,972	726	26	3,724	3,190	953	27	4,170
65 - 74	1,355	373	12	1,740	1,357	350	19	1,726	1,433	364	8	1,805
75 >	1,030	267	11	1,308	983	256	9	1,248	1,049	316	12	1,377
NS *	5,976	268	1	6,245	6,227	730	3	6,960	4,630	247	3	4,880
Total	36,054	8,163	190	44,407	35,020	7,845	217	43,082	35,004	8,448	204	43,656

* Driver age not stated.

Number of Charges Resulting from Collisions by Severity of Collision

Table 5.5

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield Right of Way	813	340	1	1,154	16.7
Driving Without Due Care	753	391	3	1,147	16.6
Other Offence	508	228	1	737	10.7
Impaired Driving/Refuse Testing	362	148	8	518	7.5
Speed Too Fast for Conditions	332	107	1	440	6.4
Following Too Close	302	128	0	430	6.2
No Driver's Licence	263	110	2	375	5.4
Disobey Stop Sign	211	129	2	342	4.9
Fail to Report	277	44	0	321	4.6
Disobey Traffic Signal	190	103	0	293	4.2
Unregistered Vehicle	139	77	0	216	3.1
Fail to Remain at Scene	118	20	3	141	2.0
Improper Turn	96	29	0	125	1.8
Driving While Disqualified	86	37	0	123	1.8
Improper Lane Change	104	18	0	122	1.8
24-Hour Suspension	79	35	1	115	1.7
Unsafe Backing	56	8	0	64	0.9
Dangerous Driving	30	25	4	59	0.9
Fail to Yield to Pedestrian	4	53	0	57	0.8
Passing When Unsafe	20	9	0	29	0.4
Not Using Seatbelt	5	24	0	29	0.4
Driving Left of Centre	16	6	0	22	0.3
Stunting	9	4	0	13	0.2
Lights, Tires, Windshield or Bumper*	6	4	0	10	0.1
Fail to Signal	7	2	0	9	0.1
Passing on Right	6	2	0	8	0.1
Driving Wrong Way on a One-Way Street	3	3	0	6	0.1
Inadequate Brakes	3	2	0	5	0.1
Criminal Negligence	2	0	0	2	0.0
Speeding Past Highway Worker	0	1	0	1	0.0
Total	**4,800**	**2,087**	**26**	**6,913**	**100**

* Defective or unauthorized

Number of Occurrences of Driver Human Action by Age

Table 5.6

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	7	124	107	120	108	80	321	540	391	397	305	375	121	2,996	22.7
Too Fast for Road Conditions	14	137	141	135	102	103	260	472	325	248	139	76	110	2,262	17.2
Following Too Close	1	93	99	85	111	82	280	431	290	253	151	114	99	2,089	15.9
Taking Evasive Action	1	39	47	55	40	40	148	213	165	156	83	55	21	1,063	8.1
Control Device Disregarded	2	29	43	38	26	34	96	166	124	103	97	110	46	914	6.9
Other Human Action	4	59	56	35	64	44	158	257	184	154	92	93	85	1,285	9.8
Passing or Improper Lane Use	0	14	12	26	23	19	57	99	94	74	71	59	60	608	4.6
Turning Improperly	0	21	14	21	18	12	49	88	74	76	39	69	31	512	3.9
Careless Driving/Stunting	6	36	23	33	23	27	69	96	48	36	21	14	36	468	3.6
Backing Unsafe	1	15	14	15	11	14	22	76	70	58	45	52	57	450	3.4
Exceeding Speed Limit	1	18	18	34	23	13	46	59	37	16	6	5	25	301	2.3
Pedestrian Action Contributed	34	3	5	3	3	1	14	28	18	17	5	7	11	149	1.1
Fail to Signal	0	1	1	3	1	2	3	6	3	4	3	5	1	33	0.3
Driving Wrong Way on a One Way	0	2	2	4	0	2	4	9	4	7	4	5	2	45	0.3
Total	**71**	**591**	**582**	**607**	**553**	**473**	**1,527**	**2,540**	**1,827**	**1,599**	**1,061**	**1,039**	**705**	**13,175**	
%	**0.5**	**4.5**	**4.4**	**4.6**	**4.2**	**3.6**	**11.6**	**19.3**	**13.9**	**12.1**	**8.1**	**7.9**	**5.4**		**100**

Number of Charges Resulting from Collisions by Age

Table 5.7

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	3	55	37	56	49	36	134	218	145	154	116	147	4	1,154	16.8
Driving Without Due Care	6	67	71	64	68	60	164	226	121	127	88	81	4	1,147	16.7
Other Offence	5	58	33	31	22	29	91	145	99	91	52	56	24	736	10.7
Impaired Driving/Refuse Testing	3	10	14	24	22	24	89	151	82	65	22	9	3	518	7.5
Speed Too Fast for Conditions	3	37	32	30	25	22	71	87	66	41	14	11	1	440	6.4
Following Too Close	1	21	16	24	25	22	68	85	49	58	31	28	2	430	6.2
No Driver's Licence	17	11	15	22	13	20	60	92	51	24	12	7	4	348	5.1
Disobey Stop Sign	0	13	24	10	8	13	50	59	57	39	29	39	1	342	5.0
Fail to Report	2	12	22	24	16	27	49	77	34	27	10	11	10	321	4.7
Disobey Traffic Signal	0	10	12	13	11	7	34	56	33	31	38	46	2	293	4.3
Unregistered Vehicle	2	3	1	12	12	16	34	49	38	26	12	9	2	216	3.1
Fail to Remain at Scene	2	4	1	13	8	9	20	40	21	15	5	1	2	141	2.0
Improper Turn	0	3	7	4	5	4	15	28	21	14	11	13	0	125	1.8
Driving While Disqualified	1	0	2	5	5	5	14	46	26	10	4	5	0	123	1.8
Improper Lane Change	0	5	3	6	5	4	16	19	20	16	10	18	0	122	1.8
24-Hour Suspension	0	1	3	6	11	7	27	26	17	9	6	1	1	115	1.7
Unsafe Backing	0	2	1	2	4	0	3	17	5	13	7	10	0	64	0.9
Dangerous Driving	1	2	2	6	2	1	13	13	5	7	3	3	1	59	0.9
Fail to Yield to Pedestrian	0	0	2	0	0	0	7	12	7	12	7	10	0	57	0.8
Passing When Unsafe	0	0	0	1	1	1	6	6	6	2	6	0	0	29	0.4
Not Using Seatbelt	0	3	3	1	0	3	5	6	5	3	0	0	0	29	0.4
Driving Left of Centre	0	0	0	2	3	0	3	4	4	3	0	3	0	22	0.3
Stunting	0	3	0	2	2	1	1	2	1	1	0	0	0	13	0.2
Lights, Tires, Windshield, Bumpe	0	0	0	1	2	1	1	2	1	2	0	0	0	10	0.1
Fail to Signal	0	0	1	1	1	0	0	1	1	3	1	0	0	9	0.1
Passing on Right	0	0	0	0	1	1	0	2	2	1	1	0	0	8	0.1
Wrong Way on a One-Way Stree	0	1	0	1	0	0	0	3	0	0	0	1	0	6	0.1
Inadequate Brakes	0	0	1	0	0	1	0	1	1	1	0	0	0	5	0.1
Criminal Negligence	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.0
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.0
Improper Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Pass School Bus When Forbidde	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	**46**	**321**	**303**	**361**	**321**	**314**	**976**	**1,473**	**920**	**795**	**485**	**509**	**61**	**6,885**	**100**

* Defective or unauthorized

Number of Occurrences of Driver Human Condition by Age

Table 5.8

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	22	268	343	298	320	277	938	1,541	1,070	1,056	745	735	2,508	10,121	68.5
Driver Inexperience/Confusion	44	213	137	116	62	67	146	162	82	60	40	65	19	1,213	8.2
Distracted	5	53	51	54	49	42	124	224	123	114	80	65	19	1,003	6.8
Impaired	3	13	20	26	34	40	133	225	120	86	29	12	33	774	5.2
Had Been Drinking	3	13	23	38	36	37	109	169	93	58	21	11	54	665	4.5
Other Human Conditions	2	13	8	13	15	14	39	81	43	58	43	77	66	472	3.2
Fell Asleep	0	5	8	10	12	13	31	50	26	23	5	16	2	201	1.4
Extreme Fatigue	0	3	4	5	4	4	17	25	19	21	1	3	2	108	0.7
Lost Consciousness/Illness	0	0	1	1	6	0	2	6	9	10	13	20	1	69	0.5
Physical/Medical Disability	0	0	0	0	0	0	2	8	7	8	10	22	0	57	0.4
Drugs (Prescription or Illegal)	1	3	1	4	4	3	10	13	7	5	4	1	0	56	0.4
Defective Eyesight/Hearing	0	0	0	0	0	0	1	2	2	2	0	20	1	28	0.2
Total	**80**	**584**	**596**	**565**	**542**	**497**	**1,552**	**2,506**	**1,601**	**1,501**	**991**	**1,047**	**2,705**	**14,767**	
%	0.5	4.0	4.0	3.8	3.7	3.4	10.5	17.0	10.8	10.2	6.7	7.1	18.3		**100**

Number of Drivers Involved in Collisions by Licence Class and Age

Table 5.9

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	0	0	0	4	0	45	44	93
16	0	0	0	0	1045	0	54	43	1,142
17	0	0	0	0	1,213	0	25	54	1,292
18	9	0	0	0	1,137	0	32	91	1,269
19	21	0	0	0	1,170	0	26	82	1,299
20	28	0	0	10	1,048	0	22	94	1,202
21-24	229	3	23	45	3,589	0	87	382	4,358
25-34	724	23	59	141	6,325	0	127	828	8,227
35-44	785	30	44	136	4,631	0	53	645	6,324
45-54	902	52	59	141	4,449	0	24	593	6,220
55-64	590	50	31	76	2,989	0	10	424	4,170
65 and Over	169	19	18	21	2,768	0	2	185	3,182
Not Stated	2	0	0	0	13	0	0	4,865	4,880
Drivers In Collisions	**3,459**	**177**	**234**	**570**	**30,381**	0	**507**	**8,330**	**43,658**
Total Licensed Drivers	**55,020**	**2,575**	**4,988**	**6,960**	**633,066**		**33,050**		**735,659**
Relative Risk *	**1.06**	**1.16**	**0.79**	**1.38**	**0.81**	**0.00**	**0.26**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Licence Class

Class 1 - operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg

Class 2 - operators of buses having a seating capacity in excess of 24 passengers

Class 3 - operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg

Class 4 - operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers

Class 5 - operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire

Class 6 - operators of motorcycles

Class 7 - Class 5 operators, operating as a learner

Number of Drivers Involved in Collisions by Year and Age

Table 5.10

Age Group	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Under 16	175	147	128	136	118	102	143	117	105	93
16	1,708	1,433	1,409	1,354	1,236	1,303	1,323	1,307	1,080	1,142
17	1,752	1,352	1,221	1,247	1,356	1,407	1,454	1,356	1,193	1,292
18	1,642	1,396	1,311	1,302	1,327	1,465	1,465	1,397	1,327	1,269
19	1,354	1,225	1,288	1,215	1,229	1,304	1,438	1,443	1,230	1,299
20	1,259	1,066	1,096	1,100	1,117	1,184	1,230	1,330	1,260	1,202
21-24	3,699	3,437	3,428	3,625	3,689	3,970	4,228	4,307	4,138	4,358
25-34	5,937	5,140	5,663	5,593	6,002	6,582	7,161	7,872	7,405	8,227
35-44	6,154	5,229	5,360	5,147	5,283	5,651	5,736	6,120	5,931	6,324
45-54	4,963	4,239	4,577	4,905	5,100	5,584	5,734	6,053	5,756	6,220
55-64	2,664	2,323	2,556	2,721	2,845	3,177	3,435	3,812	3,724	4,170
65 and Over	3,065	2,570	2,564	2,467	2,706	2,723	2,744	3,049	2,975	3,182
Not Stated	2,480	2,458	2,317	2,582	3,101	4,342	5,377	6,245	6,960	4,880
Drivers In Collisions	**36,852**	**32,015**	**32,918**	**33,394**	**35,109**	**38,794**	**41,468**	**44,408**	**43,084**	**43,658**

Driver Factors - Section 5

Convictions – 2006 to 2011

Table 5.11

OFFENCE	2006	2007	2008	2009	2010	2011	Avg/yr
Exceed Speed Limit	48,799	54,638	58,965	57,713	58,435	60,500	56,508
Driver Fail to Wear Seatbelt	8,445	8,460	8,788	7,239	6,662	7,669	7,877
Disobey Red Light (Camera)	3,020	4,112	6,369	7,504	8,592	7,162	6,127
Fail to Stop or Proceed Before Safe	5,182	5,597	6,653	6,806	6,052	5,702	5,999
Inappropriate or No Licence	4,697	4,857	6,226	6,694	6,459	6,036	5,828
Drive Unregistered Vehicle	3,479	3,635	4,078	4,719	5,311	6,271	4,582
Exceed Speed Limit in School Zone	1,125	1,804	2,245	2,304	2,752	2,396	2,104
Without Due Care or Reasonable Consideration	1,888	1,948	2,020	2,148	2,057	2,146	2,035
Disobey Red Light	1,418	1,450	2,089	1,831	1,816	1,703	1,718
Drive While Licence Suspended or Cancelled, or Refused Issue	1,428	1,536	1,572	1,636	1,697	1,857	1,621
Disobey Licence Endorsement or Restriction	536	984	1185	1736	1695	1553	1,282
Using Electronic Communication Equipment While Driving	0	0	0	0	1,655	3,536	865
Proceed Contrary to Signage	420	401	557	897	1,127	1,310	785
Turn Left Across Traffic	441	666	727	794	832	786	708
Stunting	721	732	793	734	616	631	705
Fail to Report Accident	461	489	823	793	818	828	702
Exceed a Safe, Reasonable Speed	593	619	700	852	704	733	700
Drive While Passenger Unrestrained	540	642	795	746	673	717	686
U-Turn at Traffic Lights	520	608	741	585	752	700	651
Disobey Traffic Control Device	675	777	696	740	549	464	650
Follow Too Closely	512	521	591	560	574	613	562
Exceed Speed Limit by More Than 50 km/h	456	482	523	591	477	486	503
Unauthorized Use of Registration or Licence Plate	285	319	417	520	576	495	435
Fail to Produce Licence or Registration	338	495	529	368	359	438	421
Fail to Yield or Proceed Before Safe	419	426	425	399	411	398	413
Weight/Dimension Permit Violation	0	114	321	315	862	461	346
Disobey Amber Light	258	345	343	334	342	357	330
Exceed 60 km/h When Passing Emergency Vehicle	258	308	198	246	291	346	275
Illegal U-Turn	282	272	154	275	206	380	262
Insufficient Signalling	175	195	288	320	257	297	255
Improper Turn	239	253	217	267	260	284	253
Drive While Disqualified (TSA)	0	0	1	1	603	633	206
Unsafe Backing	152	209	258	198	179	185	197
Exceed 60 km/h When Passing Highway Worker/Vehicle	256	224	201	112	165	165	187
Fail to Yield to Pedestrian	126	140	166	169	280	228	185
Change Lanes When Unsafe	99	143	182	225	207	242	183
Drive Left of Centre	147	157	191	194	198	192	180
Fail to Display Licence Plate, Stickers or Permit	207	185	164	189	166	154	178
Light Equipment Causing Out Of Service	0	1	1	61	477	476	169
Fail to Yield to Driver on the Right	149	176	210	170	156	151	169
Log Not Up To Date or In Possession	0	112	153	172	232	180	142
Headlamps Not Illuminated	62	47	133	132	165	157	116
Pass to the Right	86	109	115	97	96	116	103
Excessive Noise	131	124	133	89	83	58	103
Pass When Unsafe	114	138	108	81	74	78	99
Fail to Yield When Entering Highway	80	95	116	119	79	90	97
Contest of Speed	70	103	116	128	74	72	94
Cross Solid Line	74	80	102	95	85	71	85
Obstructed View	25	39	74	103	100	143	81
Brakes Causing Out Of Service	0	15	15	81	151	173	73
False Statement	10	55	103	113	72	70	71
Disobey School Bus Signal	48	64	64	69	106	68	70
Improperly Equip Veh Not Causing Out Of Service	0	1	0	0	192	226	70
Defect Causing Out Of Service	0	18	13	33	171	167	67
No Inspection As Required	0	39	60	84	100	114	66
Fail to Stop for Railway Crossing Signal	62	75	86	72	50	48	66

Convictions – 2006 to 2011

Table 5.11

OFFENCE	2006	2007	2008	2009	2010	2011	Avg/yr
Drive While on 24-hour Suspension	59	60	48	70	74	70	64
Light Equipment Not Causing Out Of Service	0	108	58	23	104	86	63
Fail to Yield to Traffic	22	63	67	49	80	52	56
Overweight Vehicle	0	58	68	81	89	31	55
Disobey Flashing Red Light	47	62	70	41	48	46	52
Improperly Equipped Motorcycle Rider	34	81	100	30	19	23	48
Fail to Yield to Emergency Vehicle	19	32	52	69	51	54	46
Fail to Yield When Leaving Lane or Alley	33	40	52	49	45	50	45
Dangerous Goods Violation	0	61	36	49	57	46	42
Missing/Inadqt Equip Not Causing Out Of Service	0	29	49	49	33	87	41
Drive Left of Median	13	41	47	44	41	58	41
Improper Or Inappropriate Lighting Devices	0	1	1	4	116	109	39
Drive While Licence Plate Obstructed	7	21	26	45	42	75	36
Insecure Load	8	28	33	44	31	53	33
Improper Stopping on Highway or Street	29	32	31	35	34	31	32
Fail to Stop for Peace Officer	1	21	37	44	39	42	31
Produce Another Driver's Licence	12	29	47	30	37	24	30
Allow Rider on Vehicle Exterior	25	32	30	15	32	23	26
Deface or Alter Licence, Registration or Licence Plate	28	45	29	27	18	9	26
Drive Over Median	12	23	24	28	31	35	26
Improper Lane Use	64	30	7	15	10	15	24
Inadequate Brakes Not Causing Out Of Service	0	86	35	8	0	1	22
Fail to Dim Headlamps	8	14	26	21	25	33	21
Mudguards Not Causing Out Of Service	0	10	8	12	40	54	21
Littering on Highway	11	15	21	27	20	28	20
Fail to Stop for Level Railway Crossing	15	5	44	17	11	7	17
Disobey Directions of Flag Person or Peace Officer	4	22	26	15	13	15	16
Fail to Mark Stationary Vehicle or Obstruction	36	6	7	5	9	13	13
Fail to Yield on Green Arrow	26	26	12	7	2	2	13
Oversize Vehicle	0	25	15	13	4	16	12
Enter or Leave Controlled Access Highway Unlawfully	2	4	16	18	8	12	10
Other	76	179	135	178	246	309	187
Total	90,099	101,323	114,050	114,615	119,539	123,021	110,441

Criminal Code Convictions – 2006 to 2011

Table 5.12

	2006	2007	2008	2009	2010	2011	Avg/yr
Over 80 mg Alcohol In Blood	2516	2722	2804	2997	2844	2751	2,772
Drive While Disqualified (TSA)	973	947	1055	901	749	730	893
Impaired Driving	772	703	915	854	893	871	835
Drive While Disqualified (C.C.)	578	540	597	581	576	588	577
Fail to Comply With A Demand	147	159	170	175	189	174	169
Dangerous Driving	132	128	160	133	133	130	136
Leave Scene of Accident	75	79	110	93	75	59	82
Flight	91	80	83	84	70	64	79
Impaired Driving Causing Death	37	39	50	33	30	25	36
Dangerous Driving Causing Death	23	18	27	21	23	13	21
Impaired Driving Causing Bodily Harm	5	12	7	6	8	3	7
Over 80 mg Alcohol Causing Injury	0	0	0	10	13	17	7
Dangerous Driving Causing Bodily Harm	7	7	6	1	11	5	6
Fail To Stop For Police Officer (TSA)	23	5	0	1	0	0	5
Criminal Negligence Causing Injury	4	2	4	0	0	0	2
Leave Scene of Accident Causing Injury	0	0	0	2	1	4	1
Over 80 mg Alcohol Causing Death	0	0	0	0	0	4	1
Criminal Negligence Causing Death	0	1	0	1	1	0	1
Flight Causing Death	0	0	0	1	1	1	1
Leave Scene of Accident Causing Death	0	0	0	1	1	1	1
Flight Causing Injury	0	0	1	0	0	0	0
Manslaughter	0	0	0	0	1	0	0
Total	**5,383**	**5,442**	**5,989**	**5,895**	**5,619**	**5,440**	5,628

Convictions, Licensed Drivers and Drivers in Collisions by Age

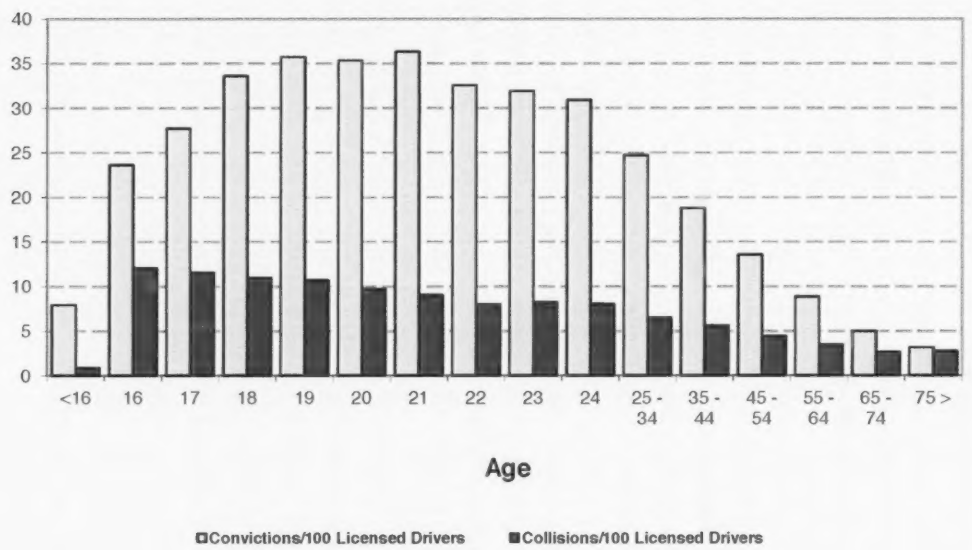
Table 5.13

Age	Convictions*	Licensed Drivers	Drivers in Collisions	Convictions/100 Licensed Drivers	Collisions/100 Licensed Drivers	Conviction Risk	Collision Risk
<16	845	10,682	93	7.91	0.87	0.47	0.15
16	2,233	9,454	1,142	23.62	12.08	1.41	2.04
17	3,101	11,192	1,292	27.71	11.54	1.66	1.95
18	3,883	11,555	1,269	33.60	10.98	2.01	1.85
19	4,348	12,165	1,299	35.74	10.68	2.14	1.80
20	4,383	12,398	1,202	35.35	9.70	2.11	1.63
21	4,780	13,150	1,186	36.35	9.02	2.17	1.52
22	4,283	13,162	1,050	32.54	7.98	1.95	1.34
23	4,162	13,047	1,072	31.90	8.22	1.91	1.38
24	4,062	13,136	1,050	30.92	7.99	1.85	1.35
25 - 34	31,406	127,130	8,226	24.70	6.47	1.48	1.09
35 - 44	21,189	112,880	6,323	18.77	5.60	1.12	0.94
45 - 54	18,899	139,397	6,220	13.56	4.46	0.81	0.75
55 - 64	10,493	118,791	4,170	8.83	3.51	0.53	0.59
65 - 74	3,378	67,760	1,805	4.99	2.66	0.30	0.45
75 >	1,576	49,735	1,377	3.17	2.77	0.19	0.47
Not Stated			4,880				
Total	**123,021**	**735,634**	**43,656**	**16.72**	**5.93**	**1.00**	**1.00**

* Does not include Criminal Code convictions

Convictions and Collisions by Age Group

Figure 5.2



Vehicle Factors

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Vehicle Factors

There were 48,479 vehicles involved in the 29,651 collisions during 2011. This is an average of 1.63 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Passenger cars accounted for 44.9% of vehicles in all collisions and 34.7% of the vehicles in fatal collisions.
- Pickup trucks accounted for 23.5% of vehicles in all collisions and 29.1% of vehicles in fatal collisions.
- Large trucks represented 3.6% of vehicles involved in all collisions and 16.0% of vehicles in fatal collisions. Research has shown that in 78% of fatal crashes involving a large truck, the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 299 crashes involving a motorcycle/moped/power cycle in 2011. These incidents resulted in 214 injuries and four deaths.

Tables 6.6 to 6.8 show historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Table 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Table 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	17,557	4,160	74	21,791	44.9
Pickup Trucks	9,497	1,826	62	11,385	23.5
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	7,267	1,971	28	9,266	19.1
Not Stated	3,185	52	0	3,237	6.7
Semi-Trailer Power Unit	1,036	241	25	1,302	2.7
Trucks > 4,500 kg	356	84	9	449	0.9
Motorcycle	97	190	3	290	0.6
Bicycle*	25	147	4	176	0.4
Other Vehicle	126	7	1	134	0.3
Transit Bus (Urban)	73	12	0	85	0.2
School Bus - Standard Large Type	56	9	0	65	0.1
Construction/Maintenance Equipment	52	9	0	61	0.1
Ambulance/Police/Fire	41	11	0	52	0.1
Snowmobile*	22	15	0	37	0.1
Other Bus - Unspecified/Private	26	4	1	31	0.1
Motorhome	26	2	0	28	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs)*	2	18	4	24	0.0
Unregistered Farm Equipment	18	4	1	23	0.0
Inter-City Bus	19	3	0	22	0.0
Moped/Powered Bicycle	4	6	1	11	0.0
School Bus - Van Type	10	0	0	10	0.0
Total	**39,495**	**8,771**	**213**	**48,479**	**100**

Number of Vehicles in Collisions by Vehicle Type and Road System

Table 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	17,573	3,147	712	359	21,791	44.9
Pickup Trucks	6,902	2,933	1,148	402	11,385	23.5
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	6,751	1,803	456	256	9,266	19.1
Not Stated	3,117	66	19	35	3,237	6.7
Semi-Trailer Power Unit	484	637	158	23	1,302	2.7
Trucks > 4,500 kg	259	132	49	9	449	0.9
Motorcycle	215	57	16	2	290	0.6
Other Vehicle	110	18	4	2	134	0.3
Bicycle*	174	1	1	0	176	0.4
Transit Bus (Urban)	84	0	1	0	85	0.2
School Bus - Standard Large Type	51	2	6	6	65	0.1
Construction/Maintenance Equipment	31	15	10	5	61	0.1
Snowmobile*	7	6	14	10	37	0.1
Off-Highway Vehicle (3 or 4 Wheel ATVs)*	6	5	8	5	24	0.0
Motorhome	17	10	0	1	28	0.1
Ambulance/Police/Fire	40	8	1	3	52	0.1
Unregistered Farm Equipment	3	14	6	0	23	0.0
Other Bus - Unspecified/Private	18	9	1	3	31	0.1
Inter-City Bus	17	5	0	0	22	0.0
School Bus - Van Type	7	1	2	0	10	0.0
Moped/Powered Bicycle	9	1	1	0	11	0.0
Total	**35,875**	**8,870**	**2,613**	**1,121**	**48,479**	**100**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if there was contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck, van and SUV are involved in 88% of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

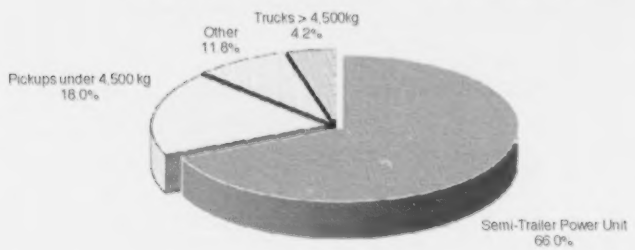
Number of Vehicles in Collisions Involving Trailers by Vehicle Type and Type of Towed Trailer

Table 6.3

Vehicle Type	No Trailer	Recre-ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A * Train	C * Train	B * Train	Over Sized	Other	Not Stated	Trailer Total	%
Semi-Trailer Power Unit	514	2	4	12	11	0	368	47	36	72	3	9	224	788	68.5
Pickup Trucks	11,170	29	65	11	14	9	5	0	0	4	0	2	76	215	18.7
Trucks > 4,500 kg	399	1	4	5	4	1	21	1	2	4	0	0	7	50	4.3
Not Stated	3,204	4	3	0	1	0	3	4	0	2	0	0	16	33	2.9
Panel Van/Mini Van/SUV	9,246	5	7	1	2	0	0	0	0	0	0	2	3	20	1.7
Other Vehicle	21,771	1	9	0	1	1	1	2	0	0	0	0	5	20	1.7
Automobile (passenger car	120	3	3	0	1	1	2	0	0	1	0	0	3	14	1.2
Farm Equipment	15	0	0	4	0	1	0	0	0	0	0	0	3	8	0.7
Motorhome	27	0	0	1	0	0	0	0	0	0	0	0	0	1	0.1
Bus - All Types	212	0	0	0	0	1	0	0	0	0	0	0	0	1	0.1
Const./Maintenance Equip	60	0	0	0	1	0	0	0	0	0	0	0	0	1	0.1
Total	**46,738**	**45**	**95**	**34**	**35**	**14**	**400**	**54**	**38**	**83**	**3**	**13**	**337**	**1,151**	**100**

* An "A" train is a single hitch drawbar. A "B" train is connected by a fifth wheel. A "C" train is a double

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Table 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	22,202	5,400	173	27,775	62.9
Not Stated	2,518	62	1	2,581	5.8
Parked Legally	160	8	0	0,168	0.4
Turning Left	2,903	807	12	3,722	8.4
Stopped in Traffic (incl. mechanical breakdown)	1,474	958	1	2,433	5.5
Slowing or Stopping on the Roadway (decelerating)	1,523	514	4	2,041	4.6
Turning Right	1,336	301	1	1,638	3.7
Reversing	840	61	0	901	2.0
Changing Lanes	586	87	1	674	1.5
Starting in Traffic (accelerating)	331	133	4	468	1.1
Merging	321	91	0	412	0.9
Other	395	27	0	422	1.0
Overtaking, Passing on Left or Right	213	84	8	305	0.7
Starting from Parked Position, Leaving Roadside	113	28	0	141	0.3
Making U-Turn	165	34	3	202	0.5
Parked Illegally	160	8	0	168	0.4
Entering Parked Position, Stopping On Roadside	110	8	0	118	0.3
Total	**35,350**	**8,611**	**208**	**44,169**	**100**

Collisions Involving Dangerous Goods

Table 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	0	0	0	0.0	0.0
Class 2 Compressed Gases	0	5	5	0.0	22.7
Class 3 Flammable Liquids	2	1	3	66.7	13.6
Class 4 Flammable Solids	0	2	2	0.0	9.1
Class 5 Oxidizers & Organic Substances	0	1	1	0.0	4.5
Class 6 Poisonous & Infectious Substances	0	3	3	0.0	13.6
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	0	2	2	0.0	9.1
Class 9 Miscellaneous Substances	5	1	6	83.3	27.3
Total	**7**	**15**	**22**	**31.8**	**100**
% of Total	**31.8**	**68.2**	**100.0**		

Truck Collisions by Year

Table 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions: Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
2000	1,461	1,070	313	37	1,420	491	40
2001	1,445	1,079	288	33	1,400	411	35
2002	1,284	948	286	21	1,255	384	26
2003	1,378	1,021	286	26	1,333	407	28
2004	1,404	1,041	285	21	1,347	423	29
2005	1,510	1,131	304	32	1,467	423	35
2006	1,582	1,193	302	30	1,525	427	35
2007	1,604	1,245	283	28	1,556	399	30
2008	1,601	1,260	272	19	1,551	377	25
2009	1,596	1,259	264	23	1,546	370	26
2010	1,570	1,206	263	31	1,500	385	34
2011	1,751	1,329	313	33	1,675	400	34

Trucks Involved In Collisions by Truck Type

Table 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
2000	385	100	5	717	219	35
2001	395	88	7	717	211	27
2002	337	96	3	633	195	20
2003	403	102	4	653	193	23
2004	407	95	4	669	211	18
2005	454	117	6	713	193	27
2006	493	101	5	745	211	27
2007	564	109	11	713	185	22
2008	542	122	4	764	153	16
2009	545	103	3	750	175	20
2010	388	76	6	875	199	26
2011	356	84	9	1,036	241	25

Motorcycle/Moped/Power Bicycle Collisions by Year

Table 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	117	3	180	138	3
1999	62	115	2	179	131	2
2000	68	133	2	203	151	2
2001	95	122	3	220	137	3
2002	67	118	3	188	130	3
2003	61	168	2	231	182	4
2004	66	156	2	224	172	2
2005	91	144	4	239	156	4
2006	97	189	5	291	204	5
2007	106	192	8	306	208	9
2008	133	205	5	343	233	5
2009	119	191	2	312	204	2
2010	118	185	5	308	202	5
2011	100	195	4	299	214	4

Vehicle Registrations (Insured Years*)

Table 6.9

Type of Vehicle	2007	2008	2009	2010	2011
Passenger Cars - excludes special use	325,933	330,784	328,014	317,226	307148
Sport Utility Vehicles	73,899	88,002	100,961	112,986	127654
Light Private Trucks - <5,001 kg Class PV	159,030	171,735	181,484	179,154	183163
Vans (light & heavy, commercial & private)	83,540	83,955	82,113	78,985	75344
Commercial & Farm Straight Trucks	107,654	108,001	108,247	117,797	121005
Truck Tractors (semi power units)	15,514	16,701	17,792	19,453	20878
School Buses - bus use only Class PS	3,010	2,996	3,044	2,999	2954
Transit Buses - Class PC	360	388	394	366	356
Inter-City, Tour & Private Buses	511	538	588	551	577
Motorcycles	8,869	10,325	11,119	11,767	11606
Pedal Cycles	18	16	14	16	14
Motorhomes	5,242	5,261	5,397	5,414	5191
Ambulance	261	277	286	291	289
Hearse	124	128	129	138	138
Police - all vehicles with police use	617	628	659	506	524
Taxis	713	707	711	693	712
Trailers (commercial, private & farm)	140,429	156,518	169,340	177,927	186264
Snowmobiles	5,386	5,792	6,240	5,787	6351
Other - no assigned vehicle type	46	62	70	0	3954
Total Insured Years (including trailers)	931,156	982,814	1,016,602	1,032,056	1,054,121
Total Motor Vehicles	785,341	820,504	841,022	848,341	857,552

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

TAIS captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

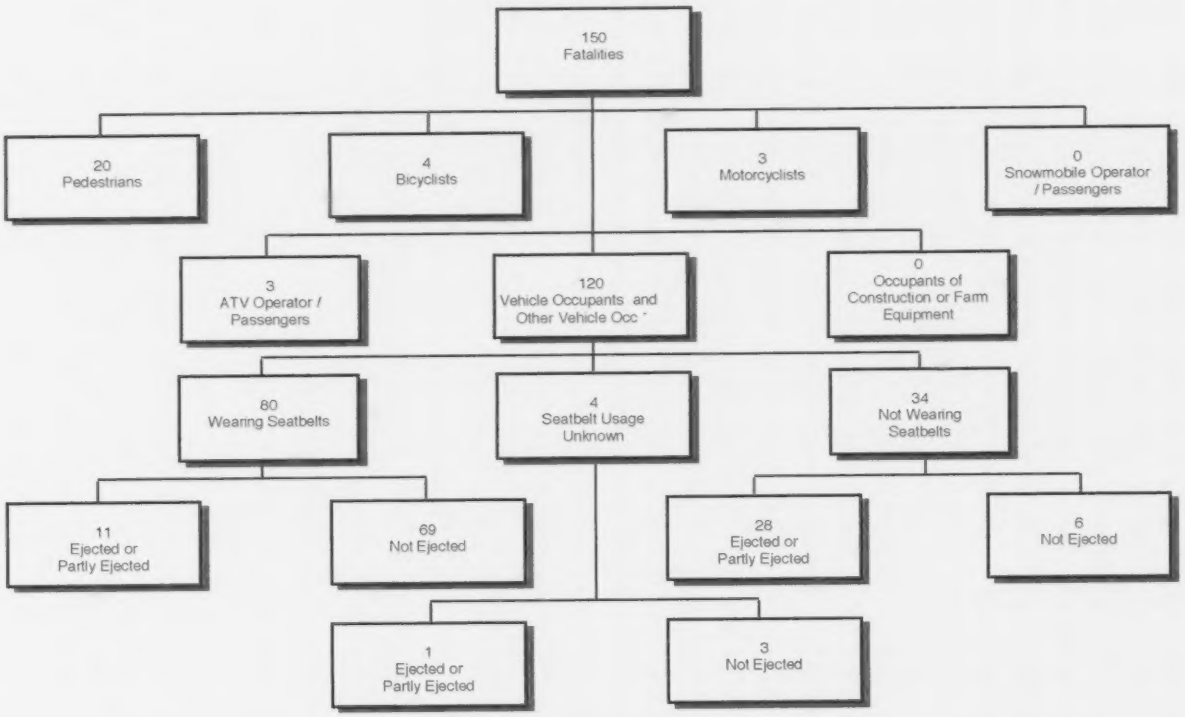
Figure 7.3 shows the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-four per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 14.3% of the time, compared to 1.5% of the time for those using restraints.

In September 2004, Transport Canada began conducting observational surveys of seatbelt use, alternating annually between rural and urban communities across Canada. The survey method was changed because of evidence indicating a lower usage rate in rural areas. The new usage rates are a combination of these urban and rural observations. The survey results for 2009 to 2010 report a national average of 95.3% and a rate of 96.8% in Saskatchewan. The complete results of the Canadian survey can be referenced in table 12.2 on page 123.

Fatalities Classification

(Jan. 1 to Dec. 31, 2011)

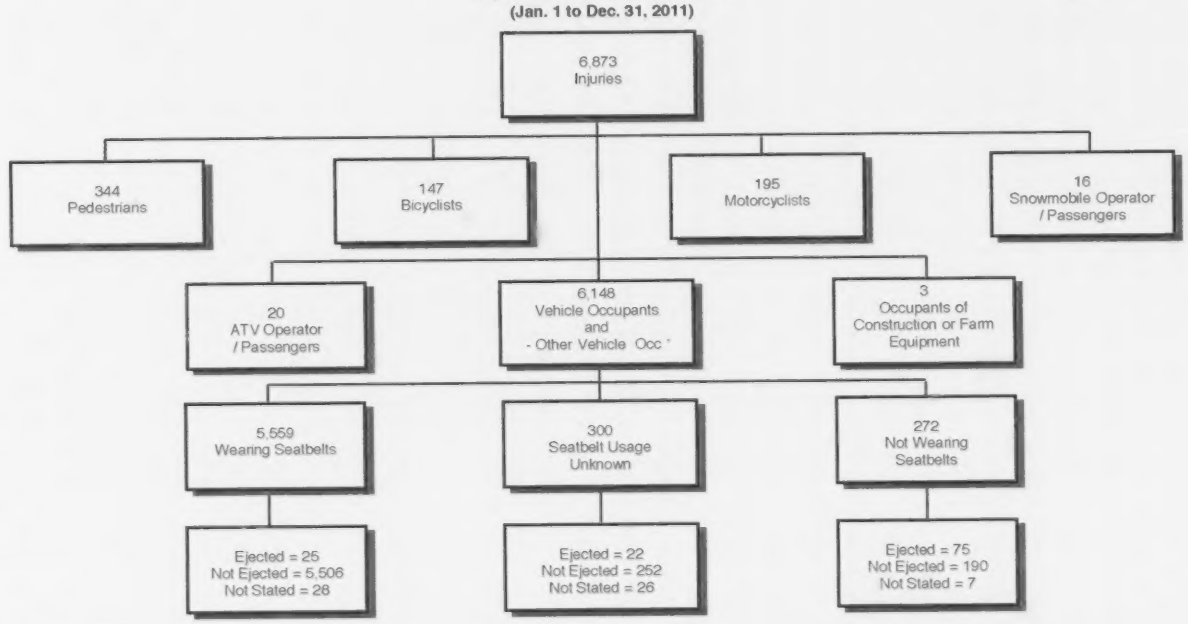
Figure 7.1



Injuries Classification

(Jan. 1 to Dec. 31, 2011)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims Injured by Road User Class and Age Group

Table 7.1

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	2	490	534	860	746	723	527	351	5	4,238	61.7
Motor Vehicle Passenger	80	240	363	269	280	173	190	108	130	60	1,893	27.5
Pedestrian	12	53	40	33	55	49	43	28	19	12	344	5.0
Motorcycle Driver/Passenger	0	3	16	35	38	29	44	25	4	1	195	2.8
Bicyclist*	1	29	27	13	29	15	19	8	1	5	147	2.1
ATV Operator/Passenger*	0	5	2	7	1	2	2	1	0	0	20	0.3
Snowmobile Driver/Passenger*	0	2	5	2	0	5	2	0	0	0	16	0.2
Other Occupants	0	0	1	2	1	1	1	0	3	0	9	0.1
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	1	2	0	0	3	0.0
Not Stated	0	2	1	1	1	1	1	1	0	0	8	0.1
Total	**93**	**336**	**945**	**896**	**1,265**	**1,021**	**1,026**	**700**	**508**	**83**	**6,873**	**100**

Victims Killed by Road User Class and Age Group

Table 7.2

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	10	14	20	12	7	12	10	0	85	56.7
Motor Vehicle Passenger	0	1	7	8	7	3	2	1	4	0	33	22.0
Pedestrian	0	1	4	2	5	4	3	0	1	0	20	13.3
Motorcycle Driver/Passenger	0	0	0	0	0	0	2	1	0	0	3	2.0
ATV Operator/Passenger*	0	0	0	2	1	0	0	0	0	0	3	2.0
Bicyclist*	0	2	0	0	1	0	0	1	0	0	4	2.7
Snowmobile Driver/Passenger*	0	0	0	0	0	0	0	0	0	0	0	0.0
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0	0	0	0	0.0
Other Occupants	0	0	1	0	0	0	0	1	0	0	2	1.3
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	**0**	**4**	**22**	**26**	**34**	**19**	**14**	**16**	**15**	**0**	**150**	**100**

Victims Injured or Killed by Road User Class and Gender

Table 7.3

	Victims Injured				Victims Killed			
Category	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,976	2,259	3	4,238	69	16	0	85
Motor Vehicle Passenger	703	1,176	14	1,893	19	13	1	33
Pedestrian	185	154	5	344	13	7	0	20
Motorcycle Driver/Passenger	167	26	2	195	3	0	0	3
Bicyclist*	107	40	0	147	3	1	0	4
ATV Operator/Passenger*	15	5	0	20	2	1	0	3
Snowmobile Driver/Passenger*	13	3	0	16	0	0	0	0
Other Occupants	6	3	0	9	1	1	0	2
Occ. of Farm or Const. Equip.	3	0	0	3	0	0	0	0
Not Stated	5	3	0	8	0	0	0	0
Total	**3,180**	**3,669**	**24**	**6,873**	**110**	**39**	**1**	**150**

*TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

Vehicle Occupants by Injury Class and Safety Restraints Used

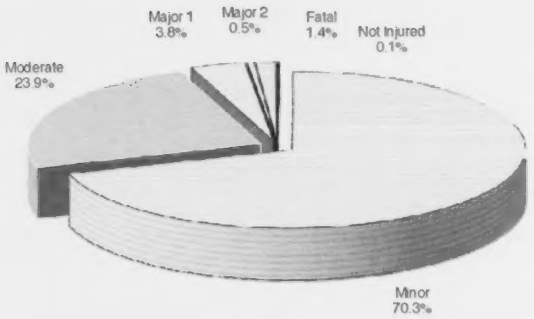
Table 7.4

Injury Class	Lap/Lap & Shoulder Belt	Lap & Shoulder w/Air Bag	Child Restraint Rear Facing	Child Restraint Front Facing With Tether	Child Restraint Front Facing w/o Tether	Child Booster Seat	Not or Improperly Used	Not Stated	Total	%
Not Injured	3	2	0	0	0	0	0	47,857	47,862	88.4
Minor	3,211	703	7	32	3	12	99	199	4,266	7.9
Moderate	1,077	266	2	1	1	4	101	80	1,532	2.8
Major 1	168	44	0	0	0	1	50	19	282	0.5
Major 2	24	4	0	0	0	0	22	2	52	0.1
Fatal	66	14	0	0	0	0	34	4	118	0.2
Total	**4,549**	**1,033**	**9**	**33**	**4**	**17**	**306**	**48,161**	**54,112**	**100**

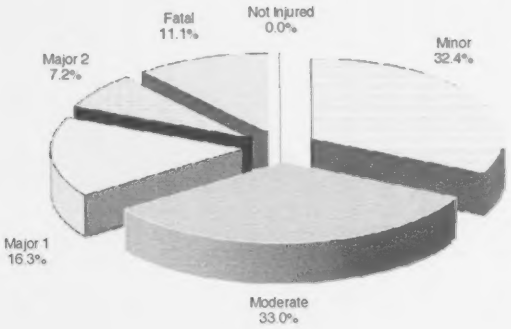
Severity of Injury by Safety Restraint Use

Figure 7.3

Safety Restraints Used

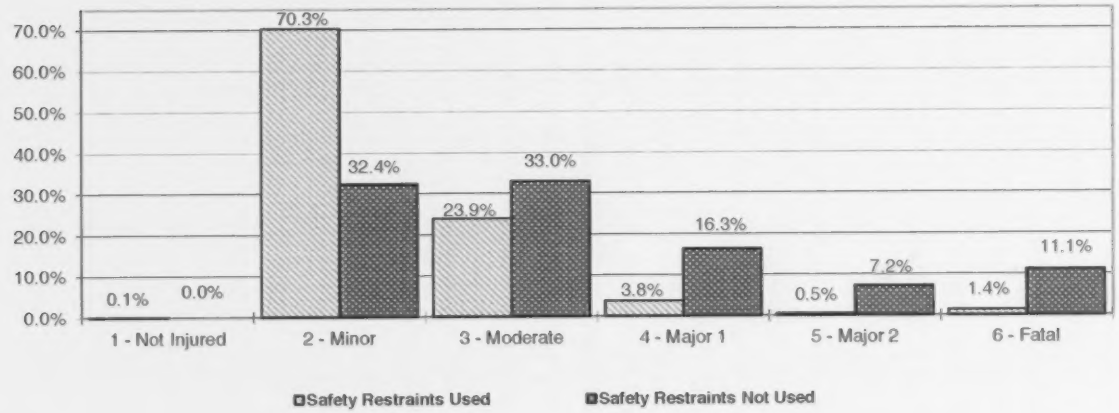


Safety Restraints Not Used



Note:
The totals used to calculate the percentage in figure 7.3 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Vehicle Occupants by Injury Class and Age Group

Table 7.5

Restraints Used

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	1	0	0	0	1	2	0	0	1	**5**
Minor	37	56	73	129	1,083	2,282	92	85	130	**3,967**
Moderate	8	8	16	28	334	847	38	21	51	**1,351**
Major 1	1	1	2	4	65	122	3	3	12	**213**
Major 2	0	0	1	1	11	14	0	0	1	**28**
Fatal	0	0	0	1	29	39	3	3	5	**80**
Total	**47**	**65**	**92**	**163**	**1,523**	**3,306**	**136**	**112**	**200**	**5,644**

Restraints Not Used

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	0	0	0	0	0	0	0	0	0	**0**
Minor	1	4	0	13	43	38	0	0	0	**99**
Moderate	1	1	3	7	46	42	0	0	1	**101**
Major 1	0	1	0	3	24	22	0	0	0	**50**
Major 2	0	1	0	1	12	8	0	0	0	**22**
Fatal	0	0	0	1	12	19	0	0	2	**34**
Total	**2**	**7**	**3**	**25**	**137**	**129**	**0**	**0**	**3**	**306**

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	47,856	0	0	0	1	0	0	0	0	**47,857**
Minor	15	8	13	9	61	86	2	0	5	**199**
Moderate	1	0	2	6	33	36	1	0	1	**80**
Major 1	1	0	0	0	8	7	2	0	1	**19**
Major 2	0	0	0	0	2	0	0	0	0	**2**
Fatal	0	0	0	0	3	1	0	0	0	**4**
Total	**47,873**	**8**	**15**	**15**	**108**	**130**	**5**	**0**	**7**	**48,161**

Injury Classification

Table 7.6

1 Not Injured	no visible signs or any complaint of injury
2 Minor	minor complaint of injury by victim, but no apparent incapacitation
3 Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
4 Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
5 Major 2	an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
6 Fatal	death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant	driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

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Fatal Collisions

Table 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 138 fatal collisions that occurred during 2011.

Deaths of unbelted occupants

- Thirty-four unbelted vehicle occupants were killed in 2011. This represents 29% of all vehicle occupant deaths.

Age and gender of those not using seatbelts

Age of victim	Male	Female
Under 16	0	1
16-24	8	2
25-54	13	3
55 and older	6	1

Deaths of belted occupants

- Eighty belted vehicle occupants were killed in 2011. This represents 68% of all vehicle occupant deaths.

Age and gender of those using seatbelts

Age of victim	Male	Female
Under 16	0	1
16-24	19	5
25-54	26	8
55 and older	13	7

*Age for one victim was unknown

Deaths where seatbelt use was not known

- Four occupants were killed in 2011 whose seatbelt use was unknown

Age and gender of those where seatbelt use was not known.

Age of victim	Male	Female
Under 16	0	0
16-24	2	1
25-54	1	0
55 and older	0	0

2011 Fatal Collisions Summary

Table 8.1

SUMMARY: For the year ending Dec. 31, 2011, there were 150 traffic fatalities in Saskatchewan. They consisted of 85 drivers and 33 passengers, 20 pedestrians, 4 motorcyclists, 4 bicyclists, 3 ATV operators and 1 occupant of another vehicle type.

1. **Pedestrian Summary:**
   - 20 pedestrian deaths
   - 5 on urban streets
   - 11 on provincial highways
   - 2 on designated rural roads
   - 2 on First Nations land
   - In 8 of the cases, the pedestrian had been drinking, and in 8 cases, pedestrian action was listed as a contributing factor in the incident

2. **All-Terrain Vehicle Summary:**
   - 3 ATV operator deaths
   - 2 on designated grid roads
   - 1 on a provincial highway

3. **Motorcyclist Summary:**
   - 4 motorcyclists were killed in 2011
   - All 4 were killed on provincial highways
   - 3 of the crashes were attributed to the action of the motorcyclist

4. **Vehicle Occupant Summary:**
   - In 2011, there were 118 vehicle occupant deaths; 80 were using safety restraints and 34 were not. Seatbelt usage for the remaining 4 was not known.

Seatbelt Used: 80 deaths
- 33 were in single vehicle crashes, 21 of which were rollovers
- Type of vehicle the occupant was in:
  - 42 passenger cars
  - 26 pickup trucks
  - 10 vans or SUVs
  - 2 semi-tractor unit or large truck

Seatbelt Not or Improperly Worn: 34 deaths
- 20 victims were in single vehicle crashes, 18 of which were rollovers
- Type of vehicle the occupant was in:
  - 18 passenger cars
  - 10 pickup trucks
  - 5 vans or SUVs
  - 1 semi-tractor units or large trucks

Seatbelt Use Not Known or Not Stated: 4 deaths
- 2 victims were in single vehicle crashes, 1 was a roll-over
- Type of vehicle the occupant was in:
  - 4 passenger cars

5. **2011 Traffic Deaths by Day of Week:**

- Sunday 26
- Monday 18
- Tuesday 19
- Wednesday 14
- Thursday 19
- Friday 22
- Saturday 32

6. **2011 Traffic Deaths by Time of Day:**

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	6	Noon to 0:59 p.m.	7
1 to 1:59 a.m.	8	1 to 1:59 p.m.	1
2 to 2:59 a.m.	8	2 to 2:59 p.m.	8
3 to 3:59 a.m.	4	3 to 3:59 p.m.	5
4 to 4:59 a.m.	3	4 to 4:59 p.m.	4
5 to 5:59 a.m.	1	5 to 5:59 p.m.	7
6 to 6:59 a.m.	6	6 to 6:59 p.m.	13
7 to 7:59 a.m.	17	7 to 7:59 p.m.	9
8 to 8:59 a.m.	6	8 to 8:59 p.m.	11
9 to 9:59 a.m.	3	9 to 9:59 p.m.	7
10 to 10:59 a.m.	1	10 to 10:59 p.m.	3
11 to 11:59 a.m.	3	11 to 11:59 p.m.	8

*One fatality was at an unknown time

7. **2011 Traffic Deaths by Type of Roadway:**

- Provincial Highways 107
- Rural Roads 21
- Urban Streets 17
- Other Roads 5

2011 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
1	Rural/Urban Highway	2	0	No	No	The driver of a car failed to obey a stop sign and drove under a semi-trailer unit. Both occupants of the car were killed.
2	Rural/Urban Highway	1	2	No	Yes	The driver of a car struck another car head on. One of the vehicles did not have their headlights on.
3	Grid Road	2	3	Yes	Yes	The driver of a car lost control and hit another car head on. Two occupants in the first car were killed. Alcohol was a factor.
4	Rural/Urban Highway	2	1	No	Yes	The driver of a truck attempted to pass a semi-unit and struck a car head on. The drivers in both vehicles were killed.
5	Rural/Urban Highway	1	1	No	Yes	The driver of a car entered the opposite lane of travel and struck a truck head on. The driver of the car was killed.
6	Rural/Urban Highway	1	2	No	Yes	The driver of a truck entered the opposite lane of travel and struck a SUV head on. The driver of the SUV was killed.
7	Rural/Urban Highway	1	3	No	Yes	The driver of a truck lost control on the icy highway and rolled numerous times into the ditch. The driver was ejected and killed.
8	Rural/Urban Highway	1	1	No	Yes	The driver of a semi attempted to pass a car. The car then turned into the side of the semi. The driver of the car was killed.
9	Rural/Urban Highway	1	1	No	Yes	The driver of a mini-van attempted to make a U-turn on the highway and was struck by a bus. The driver of the van was killed.
10	Grid Road	1	0	No	No	The driver of a truck lost control and hit a hard snowbank on the side of the road. The driver was fatally injured.

January Summary: 13 people killed in 10 different collisions; 1 collision involved alcohol and 2 involved people not wearing a seatbelt.

11	Rural/Urban Highway	1	0	Yes	N/A	The driver of a truck struck and killed a pedestrian. The pedestrian had been drinking.
12	Rural/Urban Highway	1	0	Yes	Yes	A pedestrian jumped out in front of an SUV and was killed.
13	Rural/Urban Highway	1	0	Yes	Yes	The driver of an SUV struck a parked truck head on. The driver of the SUV was killed. Alcohol was a factor.
14	Rural/Urban Highway	2	3	No	Yes	The driver of a car entered the opposing lane of traffic and struck another car. Two occupants were killed.
15	Rural/Urban Highway	1	1	Yes	Yes	The impaired driver of a car lost control and rolled into the ditch. A passenger was killed.
16	Rural/Urban Highway	1	0	No	Yes	The driver of a car entered the opposite lane of travel and struck a semi-unit head on. The driver of the car was killed.
17	Rural/Urban Highway	1	0	No	Yes	The driver of a car attempted to cross the highway in foggy conditions and T-boned the trailer of a semi. The driver of the car was killed.
18	Rural/Urban Highway	1	0	No	Yes	The driver of a truck lost control and landed in the centre median. The vehicle rolled four times. The driver of the truck was killed.
19	Rural/Urban Highway	1	0	Yes	Yes	The impaired driver of a truck lost control and rolled several times and landed in the centre median. The driver of the truck was
20	Rural/Urban Highway	1	1	No	Yes	The driver of a truck rear-ended another truck on the highway. One of the drivers was fatally injured.
21	Rural/Urban Highway	1	2	No	Yes	The driver of a car rear-ended a truck. The driver of the car was killed.
22	Rural/Urban Highway	1	0	No	Yes	The driver of a car took a corner on the highway too narrow and ended up striking a semi head on. The driver of the car was killed.
23	Rural/Urban Highway	1	1	Yes	Yes	The driver of a car failed to stop at a stop sign and was T-boned by a truck.

February Summary: 14 people killed in 13 collisions; 6 collisions involved alcohol.

24	Street	1	2	No	Yes	The driver of a car was attempting to turn left at an intersection when it was T-boned by another car. A passenger was killed.
25	Rural/Urban Highway	1	2	No	Yes	The driver of a truck entered the opposite lane of travel and struck a maintenece truck head on. The driver of the truck was killed.

2011 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
26	Rural/Urban Highway	1	1	No	Yes	The driver of a semi turned in front of a heavy maintenance vehicle and was struck in the front end. The driver of the semi was killed.
27	Grid Road	1	2	No	N/A	The driver of a semi got stuck in the ditch and exited his vehicle. A second semi came along and struck the driver of the first semi, fatally injuring him.
28	Rural/Urban Highway	1	0	No	Yes	The driver of a car crossed into the opposite lane of travel and struck a semi head on. The driver of the car passed away a few days later in hospital.
29	Rural/Urban Highway	1	0	No	Yes	The driver of a pickup truck lost control on a patch of ice and rolled into the centre median. The truck landed on its roof and crushed the driver.
30	Rural/Urban Highway	1	0	Yes	Yes	The impaired driver of a pickup truck lost control and rolled several times into the ditch. The driver was partially ejected.

March Summary: 7 people killed in 7 collisions; 1 collision involved alcohol.

31	First Nation Land	1	0	No	N/A	A pedestrian was struck by an unknown driver and vehicle.
32	Rural/Urban Highway	1	7	Yes	Yes	The impaired driver of a car crossed over into the other lane and hit an SUV head on. The driver of the car was killed.
33	Street	1	0	Yes	N/A	The impaired driver of a truck struck and killed a cyclist.
34	Rural/Urban Highway	3	7	Yes	No	The impaired driver of a van lost control on a gravel road. Three passengers were ejected and killed. There were numerous injuries with all of the occupants.
35	Rural/Urban Highway	1	0	No	Yes	The driver of an SUV crossed over into the opposite lane of travel and struck a semi head on. The driver of the SUV was killed.
36	Rural/Urban Highway	1	1	No	Yes	The driver of a car hit a moose and was killed.
37	Street	1	0	No	N/A	The driver of an SUV struck and killed a pedestrian.

April Summary: 9 people killed in 7 collisions; 3 colllisions involved alcohol and 1 involved not wearing a seatbelt.

38	Rural/Urban Highway	1	2	No	Yes	The driver of a car failed to stop at a stop sign and was T-boned at an intersection by a truck. The driver of the car was killed.
39	Grid Road	1	0	Yes	N/A	The impaired driver of an ATV lost control and rolled his vehicle.
40	Rural/Urban Highway	1	5	Yes	No	The impaired driver of a truck lost control and rolled.
41	Grid Road	1	2	Yes	Yes	The impaired driver of a car lost control and rolled into the ditch. The rear passenger was fatally injured.
42	Grid Road	3	0	Yes	Yes	The impaired driver of a truck lost control crossing an uncontrolled intersection and rolled numerous times. All of the occupants died.
43	Street	1	0	No	Yes	The driver of a car drove into the side of a gas truck that was turning at an intersection. The driver of the car was killed.
44	Rural/Urban Highway	1	0	No	Yes	The driver of a truck left the roadway and ended up submerged in a slough.
45	Grid Road	1	0	Yes	Yes	The impaired driver of a car was passing other vehicles when it rolled. The driver was ejected and killed.
46	First Nation Land	1	0	No	N/A	The driver of a truck struck a pedestrian who was walking on the side of the road.
47	Grid Road	1	0	No	No	The driver of a heavy truck entered the ditch and in an attempt to overcorrect, the driver rolled numerous times. The driver was ejected and killed.
48	Street	1	0	Yes	No	A passenger was riding in the door of the bus when the driver hit a pothole and the passenger fell out the door. The passenger was then hit by the bus.

May Summary: 13 people were killed in 11 different collisions; 6 collisions involved alcohol and 3 involved not wearing a seatbelt.

2011 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
49	Rural/Urban Highway	1	0	No	Yes	A semi struck a pedestrian.
50	Rural/Urban Highway	1	0	No	Yes	The driver of a truck struck a pedestrian who ran onto the roadway to catch his dog.
51	Rural/Urban Highway	1	1	No	Yes	The driver of a truck lost control and rolled into the centre median. A passenger was partially ejected and fatally injured.
52	Street	1	0	No	Yes	A pedestrian ran onto the roadway and was struck by a car.
53	Rural/Urban Highway	1	0	Yes	Yes	The driver of a truck swerved into the wrong lane and struck a semi head on.
54	Rural/Urban Highway	1	3	No	No	The driver of a car turned onto the highway and was struck by a truck head on. The driver of the car was ejected and killed.
55	Rural/Urban Highway	1	2	No	No	A car was crossing the highway when it struck a truck. A passenger in the car was ejected and killed.
56	Street	1	0	No	N/A	The driver of a car struck a pedestrian at a marked cross walk.

June Summary: 8 people killed in 8 different collisions; 1 collision involved alcohol and 2 involved not wearing a seatbelt.

57	Rural/Urban Highway	2	3	Yes	No	The impaired driver of a car lost control on a curve and rolled into the ditch. All of the pasengers were ejected, two were fatally injured.
58	Rural/Urban Highway	1	0	No	N/A	The driver of an ATV was hit from behind by another ATV. One of the drivers fell off the vehicle, struck her head and was fatally injured.
59	Rural/Urban Highway	1	0	No	No	The driver of a car appeared to be driving in excessive speed when he lost control and rolled into the ditch. The driver was ejected and fatally injured.
60	Grid Road	1	0	No	No	The driver of a truck T-boned a semi and was ejected and fatally injured.
61	Rural/Urban Highway	1	1	No	Yes	The driver of a semi failed to yield the right of way and struck a car. The driver of the car was killed.
62	Rural/Urban Highway	1	2	No	Yes	The driver of a car crossed into the oncoming lane of traffic and struck another vehicle.
63	Rural/Urban Highway	1	0	Yes	N/A	A pedestrian ran onto the roadway and was struck by an SUV.
64	Street	1	4	No	Yes	The driver of a car lost control and crossed over into the opposite lane and struck a car head on.
65	Rural/Urban Highway	1	0	No	No	The driver of a car crossed over the centre line and struck a semi head on. The driver of the car was ejected and killed.
66	Rural/Urban Highway	1	2	Yes	Yes	The impaired driver of a car side-swiped one vehicle and then hit a truck head on.
67	Rural/Urban Highway	1	2	No	No	The driver of an SUV was extremely fatigued and lost control of his vehicle and rolled. A passenger was ejected and fatally injured.
68	Street	1	0	No	N/A	A cyclist was struck and killed.
69	Rural/Urban Highway	1	0	No	N/A	The driver of a motorcycle failed to negotiate a curve on the highway and ended up in the ditch.
70	Rural/Urban Highway	1	0	No	N/A	A pedestrian walked in front of a van and was fatally injured.
71	Grid Road	1	0	Yes	N/A	The driver of a truck ran over a pedestrian.
72	Street	1	0	No	N/A	A truck struck a cyclist at an intersection.

July Summary: 17 people killed in 16 different collisions; 4 collisions involved alcohol and 6 involved not wearing a seatbelt.

73	Rural/Urban Highway	1	0	Yes	Yes	The driver of a truck fell asleep at the wheel and drove into a ditch where he rolled several times.
74	Rural/Urban Highway	1	2	Yes	Yes	The impaired driver of a truck lost control and ended up striking a group of trees in the ditch. A passenger was killed.

2011 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
75	Rural/Urban Highway	1	0	Yes	N/A	A pedestrian was struck by a car in the middle of the highway.
76	Street	1	0	Yes	No	A passenger was riding on the tailgate of a truck when he fell off suffering fatal injuries.
77	Rural/Urban Highway	1	0	No	N/A	The driver of a motorcycle was struck by a truck.
78	Grid Road	1	0	Yes	N/A	The impaired driver of an ATV left the roadway and went down a steep dropoff and rolled into a body of water. The driver was pinned under the vehicle.
79	Grid Road	1	1	No	Yes	The driver of a car failed to yield at an uncontrolled intersection and was struck by a pickup truck. A passenger in the car was killed.
80	Rural/Urban Highway	1	0	Yes	Yes	The impaired driver of a truck struck a parked mobile home that was being hauled on the back of a trailer. The trailer was being hauled by a truck. This was a head-on collision.
81	Rural/Urban Highway	1	1	No	No	The driver of a car crossed a highway and struck another car. One person was killed.
82	Grid Road	1	0	Yes	No	The driver of a van lost control on the road and rolled into the ditch.
83	Rural/Urban Highway	1	0	No	No	The driver of a car hit a semi head on.
84	Rural/Urban Highway	1	0	Yes	N/A	A pedestrian stepped out into moving traffic and was struck by a truck.
85	Rural/Urban Highway	1	1	No	Yes	The driver of a truck failed to stop at a stop sign and entered the highway and collided with an SUV. The driver of the SUV was killed.
86	Rural/Urban Highway	1	0	Yes	N/A	A pedestrian was walking on the highway when he was struck by a semi.
87	Rural/Urban Highway	1	0	Yes	Yes	The driver of a pickup truck lost control and rolled into a ravine. The driver had been drinking and was partially ejected.
88	Rural/Urban Highway	1	3	Yes	Yes	The impaired driver of a car struck a guard rail fatally injuring a passenger.
89	Rural/Urban Highway	1	0	No	Yes	The driver of a car pulled a U-turn in front of a passing truck on the highway. The driver of the car was killed.
90	Rural/Urban Highway	1	0	Yes	N/A	A pedestrian was struck by a semi.

August Summary: 18 people killed in 18 different collisions; 12 collisions involved alcohol and 4 involved not wearing a seatbelt.

91	Street	1	1	No	Yes	The driver of a car struck a light standard.
92	Rural/Urban Highway	1	1	No	Yes	The driver of a car lost consciousness and entered the ditch and struck a rock pile. A passenger was fatally injured.
93	Rural/Urban Highway	1	1	Yes	No	The driver of a truck lost control of his truck after he tried to overcorrect. He entered the ditch and rolled several times. The driver was ejected and killed.
94	Rural/Urban Highway	1	0	No	Yes	The driver of a moped performed a U-turn in front of a semi and was fatally injured.
95	Rural/Urban Highway	1	0	No	Yes	The driver of a truck lost control of the vehicle and rolled into the ditch numerous times. The driver was ejected.
96	Rural/Urban Highway	1	1	No	N/A	The driver of a motorcycle was struck by a car.
97	Rural/Urban Highway	1	1	Yes	No	The driver of a truck lost control on a curve and rolled into the ditch. The driver was ejected and killed. The driver had been drinking.
98	Rural/Urban Highway	1	0	No	Yes	The driver of a car struck a semi head on.
99	Rural/Urban Highway	1	0	Yes	Yes	The driver of a truck lost control and rolled into the ditch. The driver of the truck was drinking and was ejected.

2011 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
100	Rural/Urban Highway	1	3	No	Yes	The driver of a car fell asleep at the wheel and lost control into the ditch rolling several times.
101	Grid Road	1	1	No	No	The driver of a truck failed to yield at an uncontrolled crossing and was struck by a semi-unit. The driver of the truck was ejected and killed.
102	Rural/Urban Highway	2	5	Yes	No	The driver of a truck lost control, left the road and then struck a culvert. All seven passengers were ejected, two passengers fatally injured. Alcohol was involved.
103	Rural/Urban Highway	1	1	Yes	No	The impaired driver of a truck lost control and struck an approach. The truck then rolled. The passenger was ejected and killed.
104	Rural/Urban Highway	2	1	Yes	No	The driver of a car was broadsided by another car. Both occupants were ejected and killed in one of the vehicles.
105	Rural/Urban Highway	1	3	No	Yes	The driver of a truck swerved into the opposite lane of travel and struck another truck head-on. One person was killed.
106	Rural/Urban Highway	1	1	No	No	The driver of a car lost control and rolled into the ditch. A passenger was ejected and killed.
107	Grid Road	1	0	Yes	Yes	The impaired driver of a car crossed a T-intersection and left the roadway striking a large pile of steel pipe. The car burst into flames and the driver was fatally injured.
September Summary: 19 people killed in 17 different collisions; 7 collisions involved alcohol and 7 involved not wearing a seatbelt.						
108	First Nation Land	1	0	Yes	No	The driver of a car lost control and entered a slough. The car ended up upside down. Alcohol suspected to be a factor.
109	Rural/Urban Highway	1	1	No	Yes	The driver of a truck hit a semi head on.
110	Street	1	1	No	Yes	The driver of a car was driving too fast for conditions when he lost control and struck a tree.
111	Grid Road	1	3	No	Yes	The driver of a truck lost control on a wet road and rolled into the ditch. The driver was ejected and passed away later in hospital.
112	Rural/Urban Highway	1	2	No	Yes	The driver of a car passed when it was unsafe and struck a truck head on. The driver of the truck was killed.
113	Rural/Urban Highway	1	1	Yes	Yes	The impaired driver of a car was driving too fast on a winding road when he lost control and struck some bushes. The driver was killed.
114	Rural/Urban Highway	1	1	No	Yes	The driver of a jeep was exceeding the speed limit, lost control and rolled into the ditch numerous times. The jeep then started on fire.
115	Rural/Urban Highway	1	0	No	N/A	The driver of a semi hit a cyclist.
116	Rural/Urban Highway	1	0	No	Yes	The driver of a car veered into the other lane of travel and struck a semi head on.
117	Rural/Urban Highway	1	0	No	Yes	The driver of a cement truck swerved to avoid a moose and rolled down an embankment. The driver died later in hospital.
October Summary: 10 people killed in 10 different collisions; 2 collisions involved alcohol and 1 involved not wearing a seatbelt.						
118	First Nation Land	1	1	Yes	Yes	The impaired driver of a car ran over a cow that was lying on the road. The driver of the car passed away in hospital.
119	Grid Road	1	0	No	Yes	The driver of car struck a piece of farm machinery. After the collision, the car continued into a field and ended up in a slough.
120	Grid Road	1	0	Yes	Yes	The driver of a car struck a truck head on.
121	Street	1	0	No	Yes	The driver of a car was exceeding the speed limit when he lost control and struck a tree.
122	Rural/Urban Highway	1	0	No	Yes	The driver of a truck exited the roadway and entered a body of water.
123	Rural/Urban Highway	1	0	No	Yes	The driver of a car pulled out in front of a passing semi unit.
124	Rural/Urban Highway	1	0	No	Yes	The driver of a car lost control and struck a truck head on.

2011 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
125	Street	1	0	Yes	N/A	A pedestrian was struck and killed by an impaired driver.
126	Rural/Urban Highway	2	3	Yes	No	The driver of truck was signalling to turn off of the highway when it was rear ended by a car travelling at a high rate of speed. Two occupants in the car were partially ejected and fatally injured.
127	Rural/Urban Highway	1	0	No	No	The driver of an SUV was struck by a truck that failed to stop at a stop sign. The driver was ejected.
128	Rural/Urban Highway	1	1	No	Yes	The driver of a car atempted to cross the highway from a service road and was struck by a semi.

November Summary: 12 people were killed in 11 different collisions; 4 collisions involved alcohol and 2 involved not wearing a seatbelt.

129	Rural/Urban Highway	1	0	No	Yes	The driver of a car slid into the rear of a semi. The roads were icy at the time of the collision.
130	Rural/Urban Highway	1	0	No	Yes	The driver of a car struck a horse. A passenger was fatally injured.
131	Rural/Urban Highway	1	2	No	Yes	The driver of car collided with a truck head on. The driver of the car was killed.
132	Street	1	0	No	N/A	A pedestrian was crossing the street and slipped on a patch of ice. While the pedestrian tried to get up he was hit by a truck.
133	First Nation Land	1	4	Yes	Yes	The impaired driver of a van lost control and rolled. A passenger was fatally injured.
134	Rural/Urban Highway	1	0	Yes	N/A	An impaired pedestrian was lying on the roadway and was struck and killed by an impaired driver.
135	Rural/Urban Highway	1	5	No	No	The driver of a car lost control and struck two other vehicles.
136	Rural/Urban Highway	1	1	No	Yes	The driver of an SUV slid on an icy highway and struck a truck.
137	Rural/Urban Highway	1	0	Yes	Yes	The driver of a truck fell asleep and lost control of the vehicle. The driver had been drinking.
138	Street	1	0	No	No	The driver of a car was driving in the opposite lane of travel, lost control and struck a guard rail. The driver was partially ejected.

December Summary: 10 people were killed in 10 different collisions; 3 collisions involved alcohol and 2 involved not wearing a seatbelt.

Pedestrians

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Pedestrians

2011 Quick Facts on Pedestrian Collisions

- 20 pedestrians were killed and 342 were injured in 2011.
- Pedestrian action was a contributing factor in 8 of the 20 deaths.
- 8 of the pedestrians killed had been drinking.
- 18% of the pedestrians injured or killed were under the age of 15.
- 25% of the pedestrians were injured or killed in an urban area.
- 36% of the pedestrians were hit while trying to cross at an intersection, and 20% were hit while crossing or running onto the roadway mid-block.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Tuesday and Friday were the worst days for pedestrian collisions and September was the worst month.

Pedestrians Injured or Killed by Age Group

Table 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	12	53	38	33	55	49	43	28	19	12	342	94.5
Killed	0	1	4	2	5	4	3	0	1	0	20	5.5
Total	**12**	**54**	**42**	**35**	**60**	**53**	**46**	**28**	**20**	**12**	**362**	
%	3.3	14.9	11.6	9.7	16.6	14.6	12.7	7.7	5.5	3.3		**100**

Pedestrians Injured or Killed by Action and Age Group

Table 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	2	16	11	12	18	19	23	10	10	2	123	34.0
Running into Road	4	10	5	7	11	3	1	0	1	4	46	12.7
Walking on Roadway	1	2	5	3	6	7	1	2	1	0	28	7.7
Not Stated	1	2	5	2	3	6	0	4	0	3	26	7.2
Xing Road between Int	0	1	0	2	7	4	4	3	3	1	25	6.9
At Int Xing without ROW	0	5	1	2	4	2	4	0	0	1	19	5.2
Getting on/off Other Vehicle	0	1	1	1	3	5	2	0	1	0	14	3.9
From Behind Vehicle	0	3	2	1	2	1	2	2	1	0	14	3.9
On Sidewalk or Median	0	2	1	1	2	1	1	4	1	0	13	3.6
Walking with Traffic	0	2	2	1	2	1	0	2	0	0	10	2.8
Playing on Roadway	4	5	1	0	0	0	0	0	0	0	10	2.8
At Int Xing No Traffic Control	0	1	1	0	0	0	3	1	0	1	7	1.9
Walking, Facing Traffic	0	2	1	1	1	0	2	0	0	0	7	1.9
Working on Vehicle	0	0	2	0	1	1	2	0	0	0	6	1.7
Skateboarding	0	2	2	1	0	0	0	0	0	0	5	1.4
Lying on Roadway	0	0	2	0	0	1	1	0	0	0	4	1.1
Working on Roadway	0	0	0	1	0	1	0	0	0	0	2	0.6
Wheelchair on Road	0	0	0	0	0	0	0	0	2	0	2	0.6
Hitchhiking	0	0	0	0	0	1	0	0	0	0	1	0.3
Total	**12**	**54**	**42**	**35**	**60**	**53**	**46**	**28**	**20**	**12**	**362**	**100**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Table 9.3

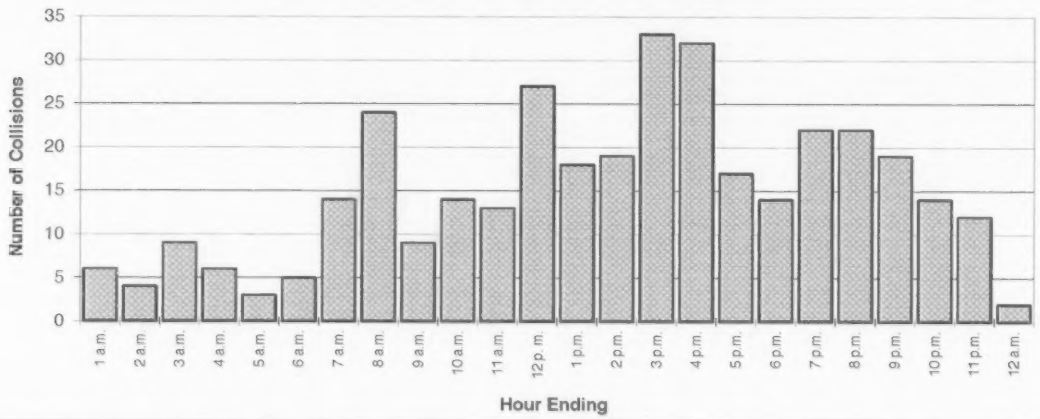
Road System	Injured	%	Killed	%	Total	%
Street/Lane	309	85.4	5	1.4	314	86.7
Rural/Urban Highways	13	3.6	11	3.0	24	6.6
Rural/Municipal & Grid Roads	4	1.1	2	0.6	6	1.7
Other Roads (First Nation Land)	16	4.4	2	0.6	18	5.0
Total	**342**	**94.5**	**20**	**5.5**	**362**	**100**

Pedestrians Injured or Killed by Time of Day

Table 9.4

Hour of Collision	Collisions
Midnight to 0:59 a.m.	4
1 to 1:59 a.m.	6
2 to 2:59 a.m.	4
3 to 3:59 a.m.	9
4 to 4:59 a.m.	6
5 to 5:59 a.m.	3
6 to 6:59 a.m.	5
7 to 7:59 a.m.	14
8 to 8:59 a.m.	24
9 to 9:59 a.m.	9
10 to 10:59 a.m.	14
11 to 11:59 a.m.	13
Noon to 0:59 p.m.	27
1 to 1:59 p.m.	18
2 to 2:59 p.m.	19
3 to 3:59 p.m.	33
4 to 4:59 p.m.	32
5 to 5:59 p.m.	17
6 to 6:59 p.m.	14
7 to 7:59 p.m.	22
8 to 8:59 p.m.	22
9 to 9:59 p.m.	19
10 to 10:59 p.m.	14
11 to 11:59 p.m.	12
Not Stated	2
Total	**362**

Pedestrians Injured or Killed by Hour of Collision

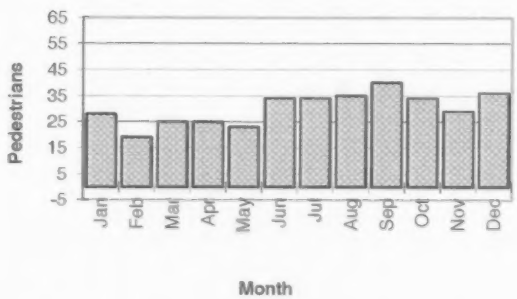


Pedestrians Injured or Killed by Month

Table 9.5

Month	Collisions
January	28
February	19
March	25
April	25
May	23
June	34
July	34
August	35
September	40
October	34
November	29
December	36
Total	**362**

Pedestrians Injured or Killed by Month



Alcohol

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Alcohol

Drinking and driving remains one of the top contributing factors in fatal collisions in Saskatchewan. SGI continues to work on solutions to help resolve this important traffic safety issue.

There are serious consequences for drinking and driving. Driver's licence suspension periods apply if a driver is convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at $600, with no maximum.

If a driver is at fault for a collision while driving impaired, they have no insurance coverage for damage to their vehicle or to the vehicles or property of others involved.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete an education or recovery program recommended by their addictions counsellor.

Drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

New drivers who consume any amount of alcohol and drive receive a 30-day suspension, and must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension, mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counselor. These all must be completed before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04, or those refusing to take the Standardized Field Sobriety Test receive a 24-hour driver's licence suspension. A second 24-hour suspension is extended to a 15-day driver's licence suspension. The driver is also required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver has a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

Number of Collisions and Victims Involving Alcohol by Year

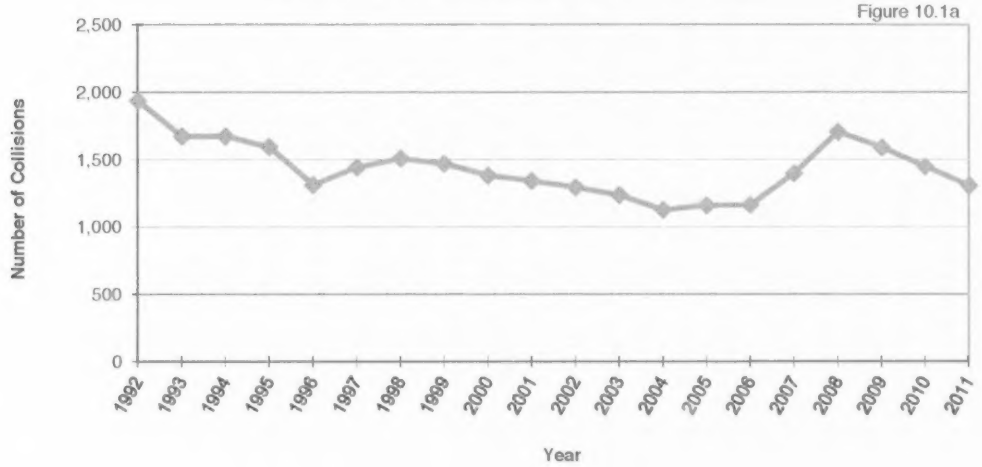
Table 10.1

	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	507	38	1,311	901	47	948
1997	829	565	47	1,441	1,062	58	1,120
1998	891	566	51	1,508	1,013	59	1,072
1999	850	555	64	1,469	993	86	1,079
2000	789	553	39	1,381	951	47	998
2001	805	466	68	1,339	835	79	914
2002	734	510	48	1,292	821	51	872
2003	701	477	58	1,236	807	63	870
2004	617	465	44	1,126	799	53	852
2005	707	410	42	1,159	670	46	716
2006	703	414	45	1,162	745	46	791
2007	873	481	42	1,396	871	46	917
2008	1,073	564	67	1,704	1,002	79	1,081
2009	1,009	524	56	1,589	887	66	953
2010	926	458	63	1,447	776	70	846
2011	874	381	50	1,305	633	59	692

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

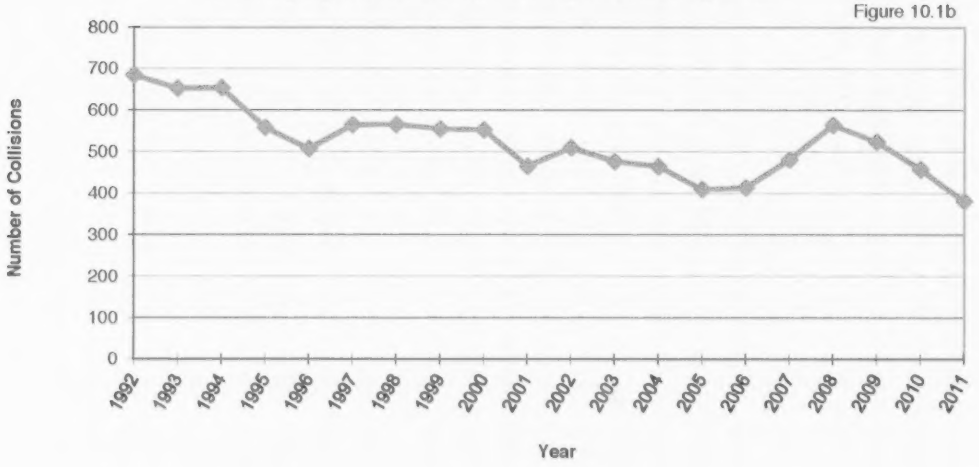
Total Collisions Involving Alcohol by Year

Figure 10.1a



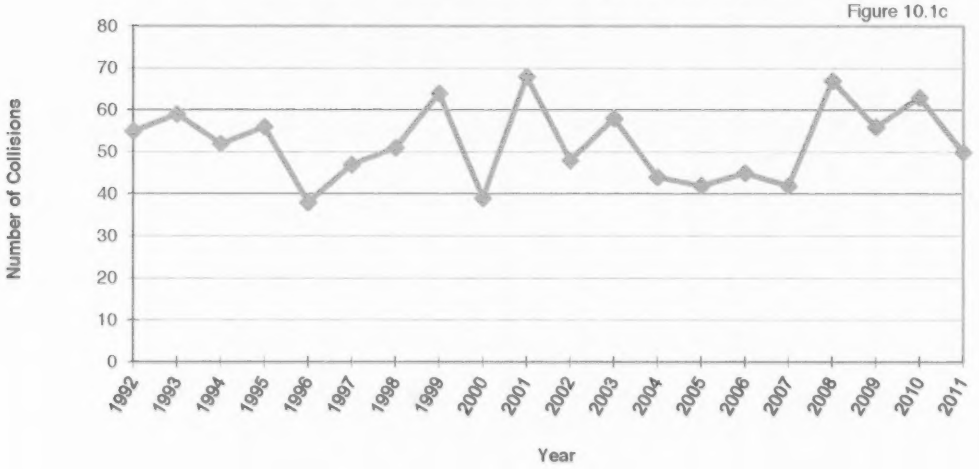
Total Injury Collisions Involving Alcohol by Year

Figure 10.1b



Total Fatal Collisions Involving Alcohol by Year

Figure 10.1c



Per cent of Collisions and Victims Involving Alcohol by Year

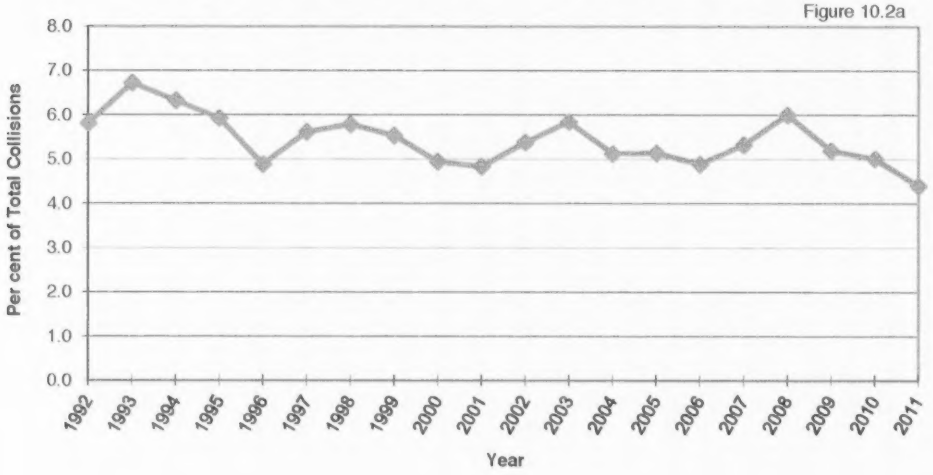
Table 10.2

	Per cent of Collisions				Percent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	35.8	4.9	13.2	34.8	13.6
1997	4.1	11.0	36.2	5.6	13.9	35.4	14.4
1998	4.3	11.4	40.2	5.8	14.0	40.1	14.5
1999	4.1	10.1	42.7	5.5	12.4	45.5	13.1
2000	3.5	10.2	28.5	4.9	12.1	31.1	12.5
2001	3.6	9.5	48.6	4.8	12.0	47.3	12.8
2002	3.9	10.0	39.0	5.4	11.2	37.2	11.7
2003	4.5	8.7	42.6	5.8	10.5	42.6	11.1
2004	3.7	8.6	41.9	5.1	10.6	42.1	11.1
2005	4.1	7.9	32.6	5.1	9.4	31.3	9.9
2006	3.8	8.2	36.3	4.9	10.5	33.8	11.0
2007	4.1	9.6	33.3	5.3	12.7	32.2	13.1
2008	4.6	11.0	50.4	6.0	14.2	50.3	14.9
2009	4.0	10.4	43.4	5.2	12.9	43.1	13.5
2010	3.9	9.6	43.4	5.0	11.9	41.9	12.6
2011	3.6	7.4	36.2	4.4	9.2	39.3	9.9

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

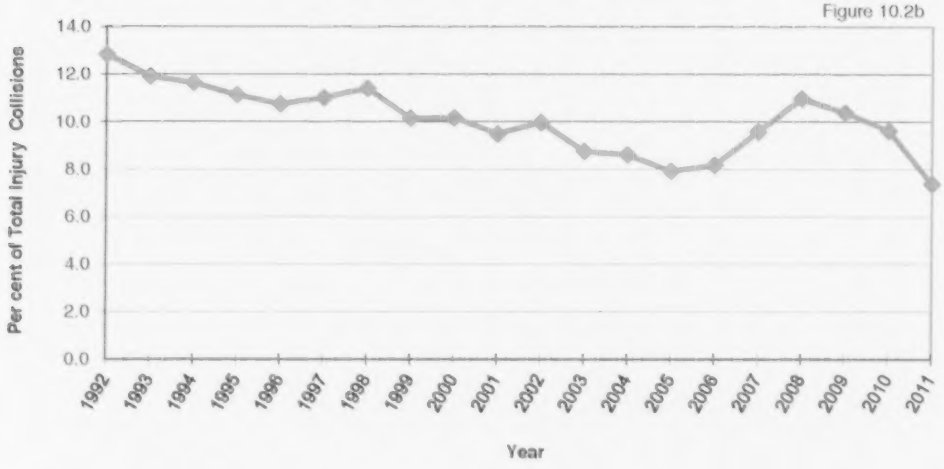
Per cent of Total Collisions Involving Alcohol by Year

Figure 10.2a



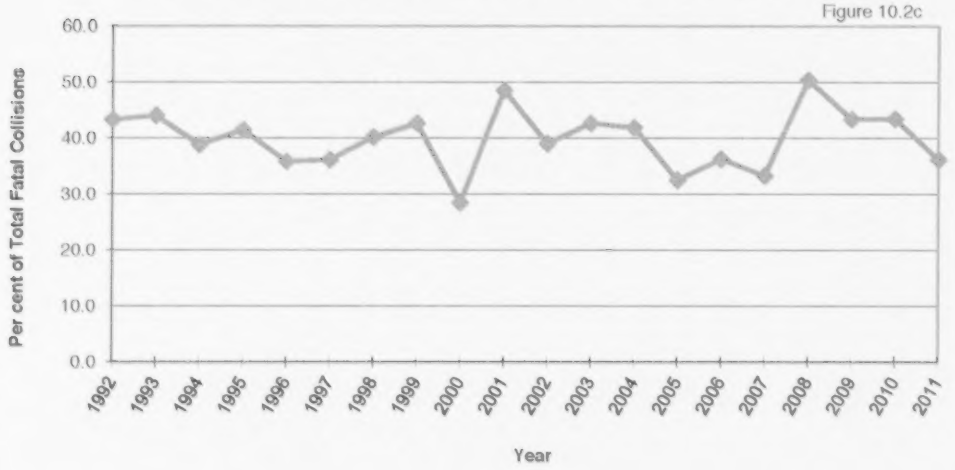
Per cent of Total Injury Collisions Involving Alcohol by Year

Figure 10.2b



Per cent of Total Fatal Collisions Involving Alcohol by Year

Figure 10.2c



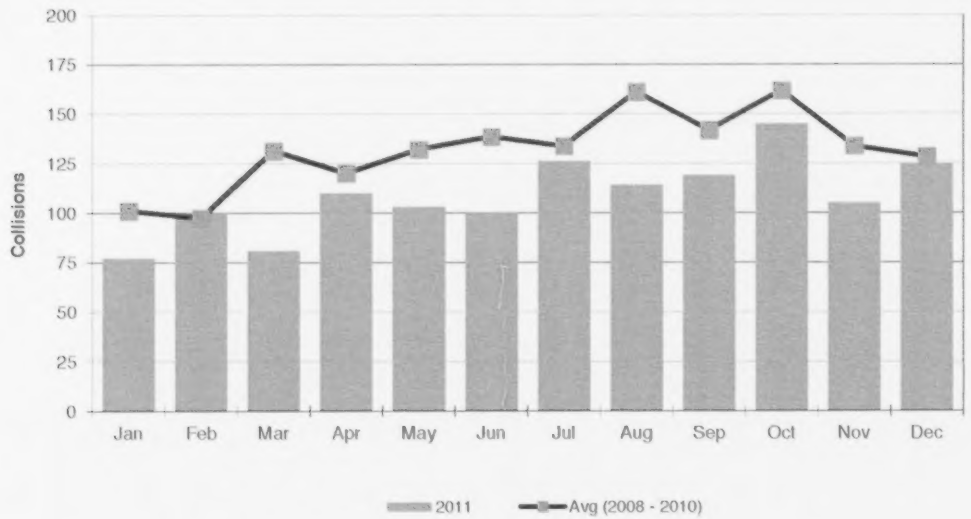
Alcohol-Involved Collisions by Month and Year

Table 10.3

Month	2006	2007	2008	2009	2010	Average 2008-2010	2011	% Change
January	73	84	103	108	92	101.0	77	-23.8
February	75	75	111	88	93	97.3	100	2.7
March	80	121	143	131	120	131.3	81	-38.3
April	100	98	122	127	111	120.0	110	-8.3
May	104	110	133	131	132	132.0	103	-22.0
June	104	138	155	143	117	138.3	100	-27.7
July	100	105	135	143	123	133.7	126	-5.7
August	113	118	188	156	139	161.0	114	-29.2
September	94	153	144	143	138	141.7	119	-16.0
October	119	133	173	157	155	161.7	145	-10.3
November	112	123	160	130	111	133.7	105	-21.4
December	88	138	137	132	116	128.3	125	-2.6
Totals	1,162	1,396	1,704	1,589	1,447	1,580.0	1,305	-17.4

Alcohol-Involved Collisions by Month

Figure 10.3



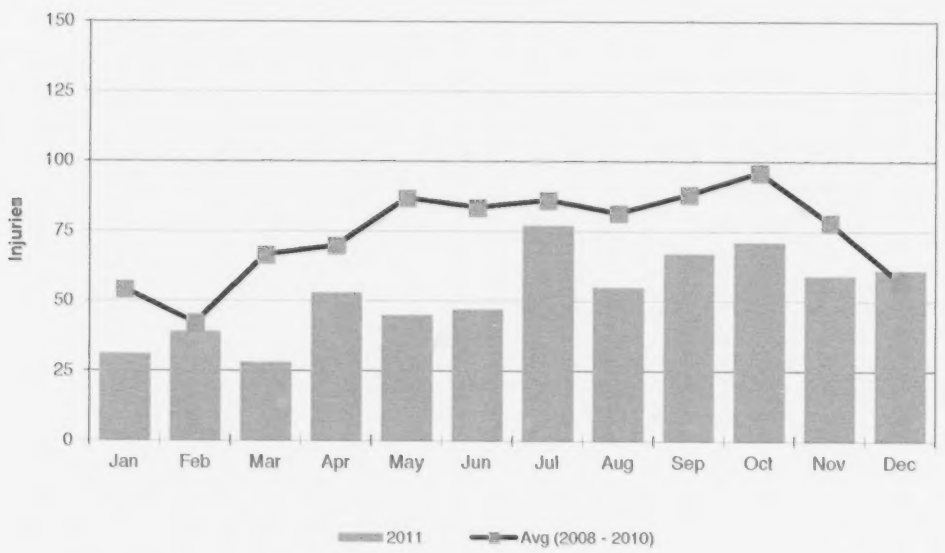
Injuries Due to Alcohol-Involved Collisions by Month and Year

Table 10.4

Month	2006	2007	2008	2009	2010	Average 2008-2010	2011	% Change
January	34	54	53	57	52	54.0	31	-42.6
February	42	35	32	54	40	42.0	39	-7.1
March	44	56	61	52	86	66.3	28	-57.8
April	76	88	66	76	67	69.7	53	-23.9
May	62	80	89	99	72	86.7	45	-48.1
June	83	103	87	98	65	83.3	47	-43.6
July	72	51	98	85	75	86.0	77	-10.5
August	80	73	95	84	65	81.3	55	-32.4
September	61	97	116	80	68	88.0	67	-23.9
October	95	92	144	74	70	96.0	71	-26.0
November	58	59	104	76	54	78.0	59	-24.4
December	38	83	57	52	62	57.0	61	7.0
Totals	745	871	1,002	887	776	888.3	633	-28.7

Injuries Due to Alcohol-Involved Collisions by Month

Figure 10.4



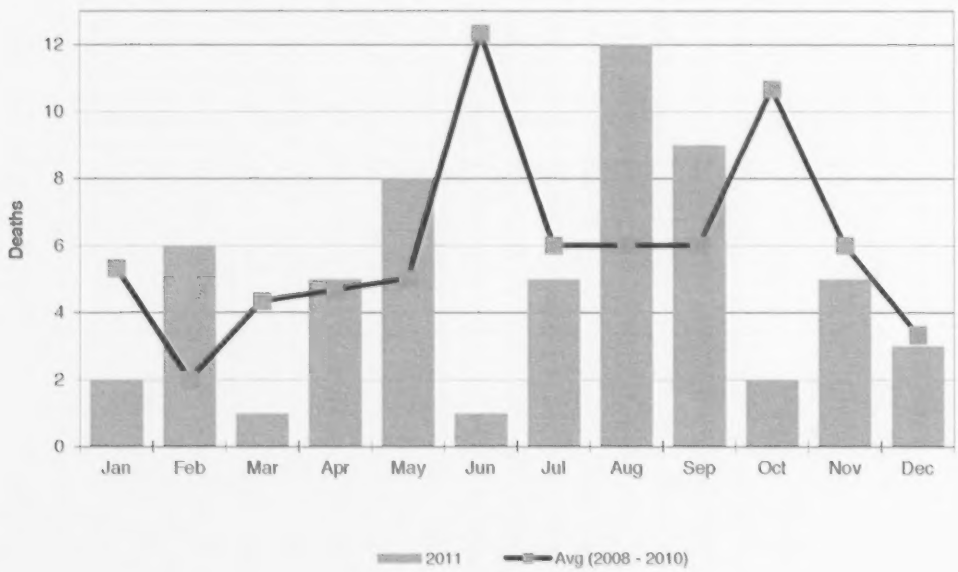
Deaths Due to Alcohol-Involved Collisions by Month and Year

Table 10.5

Month	2006	2007	2008	2009	2010	Average 2008-2010	2011	% Change
January	4	1	4	7	5	5.3	2	-62.5
February	3	0	3	0	3	2.0	6	200.0
March	1	5	5	3	5	4.3	1	-76.9
April	4	3	5	5	4	4.7	5	7.1
May	8	5	6	4	5	5.0	8	60.0
June	0	6	13	12	12	12.3	1	-91.9
July	5	3	7	3	8	6.0	5	-16.7
August	3	7	10	8	0	6.0	12	100.0
September	6	2	7	5	6	6.0	9	50.0
October	3	7	11	9	12	10.7	2	-81.3
November	4	5	7	6	5	6.0	5	-16.7
December	5	2	1	4	5	3.3	3	-10.0
Totals	46	46	79	66	70	71.7	59	-17.7

Deaths Due to Alcohol-Involved Collisions by Month

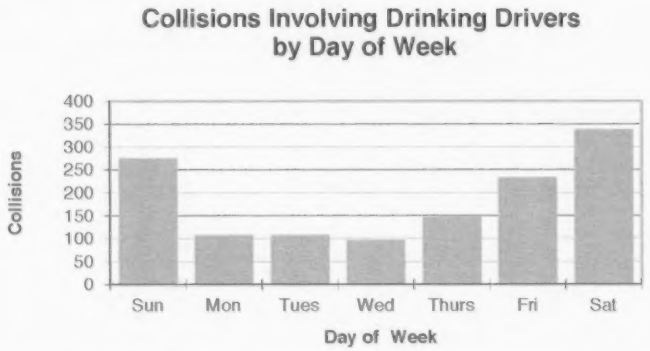
Figure 10.5



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

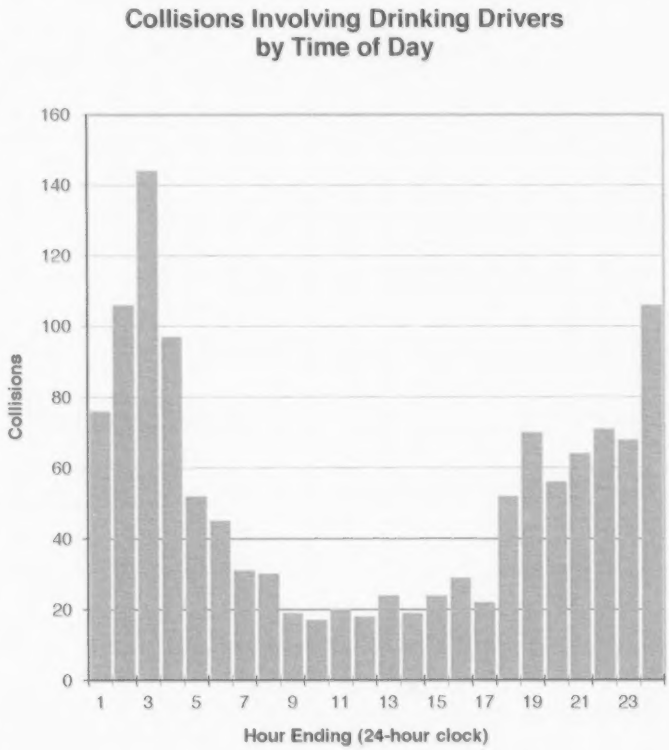
Day of the Week	Collisions
Sunday	275
Monday	108
Tuesday	108
Wednesday	96
Thursday	147
Friday	233
Saturday	338
TOTAL	**1,305**



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
Midnight to 0:59 a.m.	76
1 to 1:59 a.m.	106
2 to 2:59 a.m.	144
3 to 3:59 a.m.	97
4 to 4:59 a.m.	52
5 to 5:59 a.m.	45
6 to 6:59 a.m.	31
7 to 7:59 a.m.	30
8 to 8:59 a.m.	19
9 to 9:59 a.m.	17
10 to 10:59 a.m.	20
11 to 11:59 a.m.	18
Noon to 0:59 p.m.	24
1 to 1:59 p.m.	19
2 to 2:59 p.m.	24
3 to 3:59 p.m.	29
4 to 4:59 p.m.	22
5 to 5:59 p.m.	52
6 to 6:59 p.m.	70
7 to 7:59 p.m.	56
8 to 8:59 p.m.	64
9 to 9:59 p.m.	71
10 to 10:59 p.m.	68
11 to 11:59 p.m.	106
Time not stated	45
TOTAL	**1,305**



Collisions Involving a Drinking Driver

Table 10.6

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1992	1,197	671	52	1,920	1,251	61	1,312
1993	961	638	53	1,652	1,111	64	1,175
1994	966	641	46	1,653	1,128	51	1,179
1995	980	548	54	1,582	980	59	1,039
1996	766	499	34	1,299	893	43	936
1997	829	558	44	1,431	1,055	55	1,110
1998	891	561	46	1,498	1,006	54	1,060
1999	850	543	61	1,454	981	83	1,064
2000	789	542	36	1,367	939	44	983
2001	805	452	63	1,320	820	74	894
2002	734	501	43	1,278	811	46	857
2003	700	457	53	1,210	784	58	842
2004	617	453	40	1,110	786	49	835
2005	707	393	35	1,135	653	39	692
2006	701	389	42	1,132	720	43	763
2007	870	463	41	1,374	853	45	898
2008	1,071	540	63	1,674	976	75	1,051
2009	1,008	503	53	1,564	866	63	929
2010	924	428	58	1,410	745	65	810
2011	874	367	43	1,284	619	52	671

Collisions Involving Pedestrians or Bicyclists That Had Been Drinking

Table 10.7

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	17	5	24	19	5	24
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	30	6	38	35	6	41
2004	5	23	6	34	24	6	30
2005	1	23	8	32	23	8	31
2006	3	36	3	42	36	3	39
2007	3	27	2	32	28	2	30
2008	7	33	5	45	35	5	40
2009	3	29	3	35	29	3	32
2010	2	36	5	43	38	5	43
2011	2	23	8	33	23	8	31

2011 Drinking Drivers by Driver Age

Figure 10.8

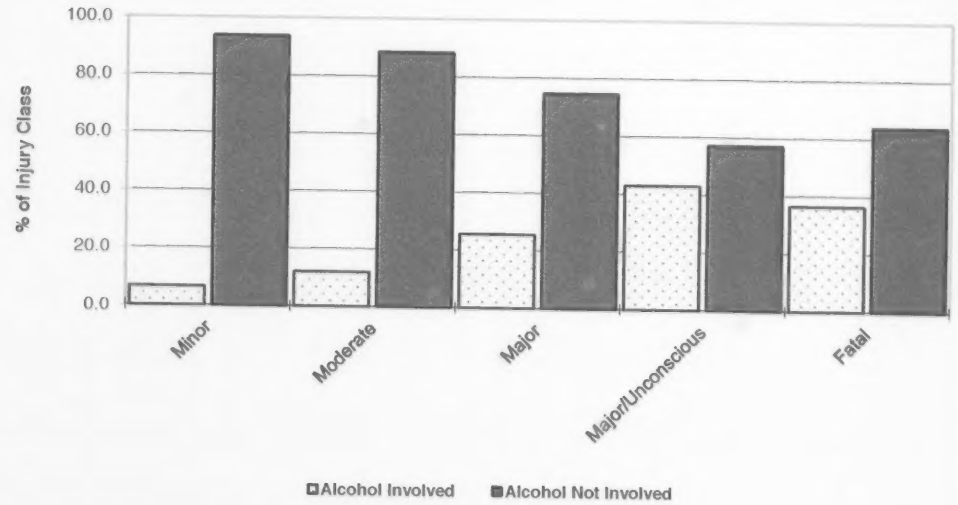
2011 Injury Classification of Vehicle Occupants by Alcohol Involvement

Table 10.8

Injury Classification	Occupants of a Drinking Driver		All Vehicle	% with
	Yes	No	Occupants	Alcohol
Minor	283	4,060	4,343	6.5
Moderate	188	1,400	1,588	11.8
Major	77	225	302	25.5
Major/Unconscious	24	32	56	42.9
Fatal	45	79	124	36.3
Total	**617**	**5,796**	**6,413**	**9.6**

Injury Class by Alcohol Involvement

Figure 10.9



2011 Drinking Drivers by Age, Gender and Severity of Collision

Table 10.9

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	4	2	0	6	2	2	2	6
16	17	6	0	23	13	9	1	23
17	29	11	1	41	25	14	2	41
18	41	16	2	59	40	18	1	59
19	44	22	0	66	43	21	2	66
20	52	14	0	66	50	14	2	66
21	52	14	2	68	49	18	1	68
22	46	8	1	55	41	13	1	55
23	36	15	0	51	38	13	0	51
24	36	9	0	45	29	15	1	45
25	44	15	0	59	36	20	3	59
26	29	5	0	34	25	6	3	34
27	27	7	0	34	26	8	0	34
28	26	6	0	32	20	10	2	32
29	30	6	0	36	28	8	0	36
30	23	9	0	32	21	9	2	32
31	22	10	0	32	17	13	2	32
32	27	4	0	31	16	9	6	31
33	26	11	0	37	27	9	1	37
34	20	4	0	24	13	8	3	24
35	14	6	0	20	15	5	0	20
36	15	4	0	19	9	8	2	19
37	17	6	0	23	18	5	0	23
38	11	5	0	16	12	2	2	16
39	18	1	0	19	14	5	0	19
40	13	9	0	22	16	5	1	22
41	14	6	0	20	10	10	0	20
42	7	3	0	10	7	3	0	10
43	18	5	0	23	17	5	1	23
44	11	7	0	18	13	4	1	18
45	14	3	1	18	12	5	1	18
46	13	7	0	20	12	8	0	20
47	14	5	0	19	12	7	0	19
48	12	3	0	15	10	5	0	15
49	7	1	0	8	3	5	0	8
50	15	2	0	17	13	3	1	17
51	5	3	0	8	6	2	0	8
52	9	1	0	10	7	3	0	10
53	6	3	0	9	6	3	0	9
54	6	0	0	6	5	1	0	17
55	6	1	0	7	5	2	0	7
56	7	2	1	10	5	5	0	10
57	8	0	0	8	6	2	0	8
58	3	0	0	3	2	1	0	3

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
59	11	1	0	12	7	5	0	12
60	1	2	0	3	2	1	0	3
61	2	1	0	3	1	2	0	3
62	1	0	0	1	1	0	0	1
63	2	0	0	2	1	1	0	2
64	0	0	0	0	0	0	0	0
65	4	0	0	4	3	1	0	4
66	2	0	0	2	0	2	0	2
67	3	0	0	3	2	1	0	3
68	2	0	0	2	2	0	0	2
69	1	0	0	1	1	0	0	1
70	0	0	0	0	0	0	0	0
71	0	1	0	1	1	0	0	1
72	0	0	0	0	0	0	0	0
73	1	0	0	1	1	0	0	1
74	2	0	0	2	2	0	0	2
75	0	0	0	0	0	0	0	0
76	1	0	0	1	1	0	0	1
77	0	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0	0
79	1	0	0	1	0	1	0	1
80	0	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0	0
82	1	0	0	1	1	0	0	1
NS**	8	2	78	88	73	15	0	88
Total	**937**	**284**	**86**	**1,307**	**893**	**370**	**44**	**1,307**

*PD Only = Property Damage Only Collision

** NS is where the driver's age is not stated.

Drinking Drivers in Collisions by Age, Gender and Year

Table 10.10

	2009				2010				2011			
Age	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	2	8	1	11	4	4	1	9	4	2	0	6
16	24	8	0	32	14	8	0	22	17	6	0	23
17	29	8	1	38	27	9	0	36	29	11	1	41
18	47	18	1	66	45	21	0	66	41	16	2	59
19	68	24	1	93	59	20	1	80	44	22	0	66
20	83	23	1	107	53	15	0	68	52	14	0	66
21	60	20	0	80	51	13	0	64	52	14	2	68
22	48	10	0	58	46	23	2	71	46	8	1	55
23	54	9	1	64	41	11	0	52	36	15	0	51
24	50	18	0	68	41	13	0	54	36	9	0	45
25 - 34	306	87	4	397	233	89	2	324	274	77	0	351
35 - 44	166	47	0	213	141	48	1	190	138	52	0	190
45 - 54	146	32	3	181	103	25	1	129	101	28	1	130
55 - 64	53	5	0	58	39	11	0	50	41	7	1	49
65 - 74	9	3	0	12	12	2	0	14	15	1	0	16
75 >	4	0	0	4	3	2	0	5	3	0	0	3
NS *	9	2	88	99	76	20	100	196	8	2	78	88
Total	1,158	322	101	1,581	988	334	108	1,430	937	284	86	1,307

Drinking Drivers in Collisions by Age, Collision Severity and Year

Table 10.11

	2009				2010				2011			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	7	4	0	11	6	2	1	9	2	2	2	6
16	19	12	1	32	10	12	0	22	13	9	1	23
17	22	15	1	38	26	8	2	36	25	14	2	41
18	45	19	2	66	42	22	2	66	40	18	1	59
19	49	37	7	93	47	24	9	80	43	21	2	66
20	74	29	4	107	41	25	2	68	50	14	2	66
21	54	22	4	80	48	13	3	64	49	18	1	68
22	40	18	0	58	43	24	4	71	41	13	1	55
23	42	21	1	64	31	19	2	52	38	13	0	51
24	45	21	2	68	33	17	4	54	29	15	1	45
25 - 34	242	141	14	397	198	112	14	324	229	100	22	351
35 - 44	133	75	5	213	128	57	5	190	131	52	7	190
45 - 54	112	62	7	181	84	39	6	129	86	42	2	130
55 - 64	38	15	5	58	33	13	4	50	30	19	0	49
65 - 74	9	3	0	12	6	6	2	14	12	4	0	16
75 >	2	1	1	4	5	0	0	5	2	1	0	3
NS *	83	16	0	99	152	44	0	196	73	15	0	88
Total	1,016	511	54	1,581	933	437	60	1,430	893	370	44	1,307

*** NS is where the driver's age is not stated.**

Traffic Collision Statistics

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Traffic Collision Statistics

Table 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Tables 11.2 and 11.3 summarize collisions by community, and Table 11.8 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2011 Quick Facts:

- The collision rate for all provincial highways is 0.84 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 2.68
  - of 250 to 4,999 is 0.58
  - under 250 is 0.35
- Regina and Saskatoon combined account for 42% of the province's population and 45% of the collisions.
- Regina recorded 5,274 collisions, 1,387 injuries and 2 deaths in 2011.
- Saskatoon recorded 8,151 collisions, 1,601 injuries and 8 deaths in 2011.
- Alcohol was a factor in 1,305 traffic collisions in Saskatchewan during 2011.
- The collision rate for all rural municipalities is 2.69 collisions per 100 people and 1.09 collisions per million vehicle kilometres.

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	28	0	0	28	0.00	0	0
1-01	Manitoba Border - Moosomin	20.1	3,965	29.14	16	2	1	19	0.65	3	1
1-02	Moosomin - Whitewood	46.9	4,446	76.09	29	11	0	40	0.53	18	0
1-03	Whitewood - Broadview	23.8	4,399	38.18	17	3	0	20	0.52	5	0
1-04	Broadview - Grenfell	24.8	4,372	39.53	21	4	0	25	0.63	5	0
1-05	Grenfell - Indian Head	57.3	4,985	104.25	72	15	3	90	0.86	22	3
1-06	Indian Head - Qu'Appelle	13.7	6,039	30.20	9	3	0	12	0.40	3	0
1-07	Qu'Appelle - Balgonie	30.2	6,951	76.60	35	6	0	41	0.54	7	0
1-08	Balgonie - Regina	18.4	18,146	122.13	80	20	1	101	0.83	38	1
1-09	Regina Bypass	1.2	23,615	9.91	1	0	0	1	0.10	0	0
1-10	Regina - Jct Hwy 39	56.5	10,399	214.48	98	29	0	127	0.59	40	0
1-11	Jct Hwy 39- Moose Jaw	5.0	11,327	20.49	12	6	0	18	0.88	9	0
1-12	Moose Jaw - N Jct Hwy 2	5.4	7,414	14.68	0	0	0	0	0.00	0	0
1-13	N Jct Hwy 2 - Mortlach	45.2	5,553	91.67	34	9	0	43	0.47	14	0
1-14	Mortlach - Chaplin	36.1	5,028	66.29	31	9	3	43	0.65	13	3
1-15	Chaplin - W Jct Hwy 19	25.6	5,182	48.35	15	3	0	18	0.37	4	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	5,322	63.34	21	6	0	27	0.43	15	0
1-17	Rush Lake - Swift Current	30.5	5,576	62.03	23	7	1	31	0.50	11	1
1-18	Swift Current - Jct Hwy 32	9.4	7,596	25.94	12	4	0	16	0.62	9	0
1-19	Jct Hwy 32 - Gull Lake	46.2	5,186	87.47	50	5	0	55	0.63	6	0
1-20	Gull Lake - Sidewood	34.2	4,255	53.16	31	9	0	40	0.75	9	0
1-21	Sidewood - Maple Creek	38.9	4,194	59.50	23	6	1	30	0.50	11	1
1-22	Maple Creek - Alberta Border	39.6	4,375	63.28	28	7	1	36	0.57	11	1
	Subtotal - Hwy 1	**641.5**		**1,396.71**	**686**	**164**	**11**	**861**	0.62	**253**	**11**
2-01	U.S. Border - Rockglen	49.2	129	2.32	3	0	0	3	1.29	0	0
2-02	Rockglen - Assiniboia	52.9	525	10.15	6	2	0	8	0.79	2	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,246	12.59	6	5	0	11	0.87	7	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.3	1,162	18.80	16	2	0	18	0.96	2	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,770	17.40	6	4	0	10	0.57	7	0
2-06	Moose Jaw S - Moose Jaw N	6.9	3,324	8.38	4	3	0	7	0.84	6	0
2-07	Moose Jaw N - Tuxford	17.9	3,158	20.60	8	5	1	14	0.68	7	1
2-08	Tuxford - Chamberlain	33.2	1,788	21.66	7	5	0	12	0.55	7	0
2-09	Findlater - Liberty	33.6	584	7.15	6	2	0	8	1.12	3	0
2-10	Liberty - Imperial	29.2	677	7.21	7	0	0	7	0.97	0	0
2-11	Imperial - Watrous	35.9	973	12.76	7	2	0	9	0.71	2	0
2-12	Watrous - Young	23.0	1,297	10.90	13	4	0	17	1.56	6	0
2-13	Young - Jct Hwy 16	21.9	1,209	9.67	4	3	0	7	0.72	4	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	497	3.62	4	4	0	8	2.21	9	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	906	7.14	8	1	0	9	1.26	1	0
2-16	Jct Hwy 27 - Wakaw	35.2	653	8.39	6	0	0	6	0.71	0	0
2-17	Wakaw - St. Louis	32.8	1,236	14.82	5	4	0	9	0.61	8	0
2-18	St. Louis - Prince Albert	26.2	1,606	15.38	22	3	0	25	1.63	4	0
2-19	Prince Albert S - Jct Hwy 55	3.6	6,906	9.12	4	0	0	4	0.44	0	0
2-20	Jct Hwy 55 - Christopher Lake	35.8	5,057	66.01	47	8	2	57	0.86	14	2
2-21	Christopher Lake - Jct Hwy 264	37.0	1,467	19.78	7	1	0	8	0.40	1	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	798	13.33	4	4	0	8	0.60	8	0
2-23	Weyakwin Lake - Jct Hwy 165	85.6	762	23.80	6	4	0	10	0.42	6	0
2-24	Jct Hwy 165 - La Ronge	32.3	1,462	17.22	8	3	0	11	0.64	5	0
	Subtotal - Hwy 2	**778.4**		**358.21**	**214**	**69**	**3**	**286**	**0.80**	**109**	**3**
3-01	Manitoba Border - Erwood	35.4	119	1.53	2	2	0	4	2.61	2	0
3-02	Erwood - Hudson Bay	14.0	440	2.25	4	0	0	4	1.78	0	0
3-03	Hudson Bay - Prairie River	40.9	624	9.30	8	3	0	11	1.18	4	0
3-04	Prairie River - S Jct Hwy 23	53.3	615	11.96	8	0	0	8	0.67	0	0
3-05	S Jct Hwy 23 - Tisdale	20.6	1,800	13.52	6	0	0	6	0.44	0	0
3-06	Tisdale - Melfort	34.3	2,387	29.90	22	9	0	31	1.04	12	0
3-07	Melfort - Kinistino	27.5	2,057	20.64	9	4	0	13	0.63	4	0
3-08	Kinistino - Birch Hills	27.3	1,956	19.49	8	2	0	10	0.51	2	0
3-09	Birch Hills - Prince Albert	33.1	3,237	39.08	23	3	0	26	0.67	6	0
3-11	Prince Albert - Shellbrook	41.3	3,991	60.11	41	4	1	46	0.77	7	1
3-12	Shellbrook - Cameo	10.3	1,755	6.58	6	1	0	7	1.06	1	0
3-13	Cameo - Shell Lake	46.6	903	15.35	13	3	0	16	1.04	3	0
3-14	Shell Lake - Spiritwood	24.6	1,074	9.66	12	1	0	13	1.35	2	0
3-15	Spiritwood - Glaslyn	55.5	808	16.37	23	0	0	23	1.41	0	0
3-16	Glaslyn - Turtleford	45.3	633	10.48	13	0	0	13	1.24	0	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1,467	16.08	15	2	0	17	1.06	2	0
3-18	N Sask. River - Alberta Border	26.4	1,771	17.08	12	5	0	17	1.00	5	0
	Subtotal - Hwy 3	**566.3**		**299.39**	**225**	**39**	**1**	**265**	**0.89**	**50**	**1**
4-01	U.S. Border - Val Marie	31.3	118	1.34	3	0	0	3	2.23	0	0
4-02	Val Marie - Cadillac	54.7	201	4.02	2	1	0	3	0.75	1	0
4-03	Cadillac - Jct Hwy 43	26.3	729	6.99	8	2	0	10	1.43	2	0
4-04	Jct Hwy 43 - Swift Current	34.3	1,815	22.68	26	8	0	34	1.50	13	0
4-05	Swift Current - Sask. Landing	46.4	1,753	29.67	18	5	1	24	0.81	6	1
4-06	Sask. Landing - Sanctuary	41.7	1,373	20.88	7	1	0	8	0.38	1	0
4-07	Sanctuary - Elrose	23.5	1,203	10.32	2	1	0	3	0.29	4	0
4-08	Elrose - Rosetown	37.8	1,703	23.52	8	0	0	8	0.34	0	0
4-09	Rosetown - Jct Hwy 31	11.7	1,084	4.64	3	1	1	5	1.08	2	1
4-10	Jct Hwy 31 - Biggar	46.8	717	12.23	12	3	0	15	1.23	11	0
4-11	Biggar - Struan Grid	34.2	496	6.18	6	0	0	6	0.97	0	0
4-12	Struan Grid - Red Pheasant	21.0	526	4.03	5	1	0	6	1.49	1	0
4-13	Red Pheasant - Battleford	36.1	1,958	25.80	24	4	0	28	1.09	4	0
4-14	Battleford - Jct Hwy 26	20.7	5,584	42.14	16	3	1	20	0.47	6	1
4-15	Jct Hwy 26 - Cochin	17.3	2,730	17.22	15	1	0	16	0.93	2	0
4-16	Cochin - Glaslyn	28.6	1,580	16.51	13	4	0	17	1.03	4	0
4-17	Glaslyn - Meadow Lake	90.1	1,112	36.55	39	5	0	44	1.20	6	0
4-18	Meadow Lake - Jct Hwy 104	30.6	710	7.91	13	1	0	14	1.77	1	0
	Subtotal - Hwy 4	**632.8**		**292.65**	**220**	**41**	**3**	**264**	**0.90**	**64**	**3**
5-01	Togo - Kamsack	32.9	366	4.39	1	3	0	4	0.91	5	0
5-02	Kamsack - Canora	36.7	1,068	14.32	9	3	0	12	0.84	6	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
5-03	Canora - Invermay	54.7	697	13.91	11	0	0	**11**	**0.79**	0	0
5-04	Invermay - Wadena	46.5	810	13.74	12	1	0	**13**	**0.95**	5	0
5-05	Wadena - Watson	53.6	1,023	20.02	14	0	0	**14**	**0.70**	0	0
5-06	Watson - Humboldt	39.4	2,412	34.71	28	3	1	**32**	**0.92**	4	1
5-07	Humboldt - N Jct Hwy 2	41.6	2,303	35.00	16	4	0	**20**	**0.57**	9	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	2,068	30.80	28	5	0	**33**	**1.07**	6	0
5-09	Patience Lake - Saskatoon	11.4	3,112	12.95	20	4	0	**24**	**1.85**	7	0
5-10	College Drive in Saskatoon	3.9	11,540	16.43	0	1	0	**1**	**0.06**	2	0
	Subtotal - Hwy 5	**361.5**		**196.26**	**139**	**24**	**1**	**164**	**0.84**	**44**	**1**
6-01	U.S. Border - Jct Hwy 18	16.4	247	1.48	2	0	0	**2**	**1.35**	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.3	450	9.09	2	2	0	**4**	**0.44**	2	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	808	12.77	5	0	0	**5**	**0.39**	0	0
6-04	S Jct Hwy 39 - Regina South	38.1	3,923	54.50	16	8	2	**26**	**0.48**	11	2
6-05	Regina South - Regina North	2.5	11,059	9.91	6	0	0	**6**	**0.61**	0	0
6-06	Regina North - Piapot FN	26.4	4,055	39.00	25	8	0	**33**	**0.85**	14	0
6-07	Piapot FN - Southey	24.2	2,859	25.21	19	11	0	**30**	**1.19**	13	0
6-08	Southey - Raymore	54.1	1,766	34.89	22	3	0	**25**	**0.72**	3	0
6-09	Raymore - Dafoe	37.9	1,124	15.56	4	3	0	**7**	**0.45**	3	0
6-10	Dafoe - Watson	43.0	1,041	16.34	11	4	0	**15**	**0.92**	5	0
6-11	Watson - Naicam	32.8	1,453	17.41	4	0	0	**4**	**0.23**	0	0
6-12	Naicam - Silver Park	26.6	1,199	11.62	15	4	0	**19**	**1.63**	5	0
6-13	Silver Park - Melfort	23.0	1,473	12.34	8	1	0	**9**	**0.73**	1	0
6-14	Melfort - Gronlid	31.7	1,000	11.59	14	2	0	**16**	**1.38**	4	0
6-15	Gronlid - Choiceland	43.2	227	3.58	5	0	0	**5**	**1.40**	0	0
	Subtotal - Hwy 6	**498.4**		**275.31**	**158**	**46**	**2**	**206**	**0.75**	**61**	**2**
7-01	Saskatoon - Jct Hwy 60	2.1	8,640	6.70	7	0	0	**7**	**1.04**	0	0
7-02	Jct Hwy 60 - Delisle	30.8	6,254	70.37	39	9	1	**49**	**0.70**	14	1
7-03	Delisle - Harris	37.7	3,061	42.12	23	6	1	**30**	**0.71**	13	1
7-04	Harris - Rosetown	36.1	3,075	40.48	18	4	0	**22**	**0.54**	6	0
7-05	Rosetown - Brock	52.4	2,413	46.13	24	6	1	**31**	**0.67**	8	1
7-06	Brock - Kindersley	31.1	2,822	31.99	16	7	1	**24**	**0.75**	10	1
7-07	Kindersley - Jct Hwy 307	21.2	2,679	20.72	9	3	0	**12**	**0.58**	4	0
7-08	Jct Hwy 307 - Alsask	40.0	2,039	29.80	16	7	0	**23**	**0.77**	8	0
	Subtotal - Hwy 7	**251.4**		**288.31**	**152**	**42**	**4**	**198**	**0.69**	**63**	**4**
8-01	U.S. Border - Carievale	19.9	295	2.14	4	0	0	**4**	**1.87**	0	0
8-02	Carievale - Redvers	45.6	580	9.65	13	0	1	**14**	**1.45**	0	1
8-03	Redvers - Fairlight	34.0	425	5.28	4	0	0	**4**	**0.76**	0	0
8-04	Fairlight - Moosomin	29.9	799	8.73	3	0	1	**4**	**0.46**	1	1
8-05	Moosomin - Qu'Appelle River	40.4	1,343	19.79	28	3	0	**31**	**1.57**	3	0
8-06	Qu'Appelle River - Langenburg	41.7	883	13.43	6	2	0	**8**	**0.60**	2	0
8-07	Langenburg - Wroxton	47.5	183	3.16	4	2	0	**6**	**1.90**	3	0
8-08	Wroxton - Kamsack	38.0	715	9.91	6	1	0	**7**	**0.71**	2	0
8-09	Kamsack - Pelly	31.8	1,293	15.02	11	1	0	**12**	**0.80**	1	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
8-10	Pelly - Norquay	41.5	139	2.10	5	0	0	5	2.38	0	0
	Subtotal - Hwy 8	**370.3**		**89.22**	**84**	**9**	**2**	**95**	**1.06**	**12**	**2**
9-01	U.S. Border - Jct Hwy 18	26.8	300	2.93	2	0	0	2	0.68	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,513	25.90	14	2	0	16	0.62	2	0
9-03	Carlyle - Jct Hwy 48	43.4	1,745	27.61	20	3	1	24	0.87	6	1
9-04	Jct Hwy 48 - Whitewood	37.0	927	12.53	9	0	0	9	0.72	0	0
9-05	Whitewood - Qu'Appelle River	19.0	1,058	7.32	6	2	0	8	1.09	2	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	1,230	16.37	30	0	0	30	1.83	0	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	1,421	11.04	7	1	0	8	0.72	1	0
9-08	Jct Hwy 15 - Yorkton	33.0	1,523	18.32	19	5	1	25	1.36	10	1
9-09	Yorkton - Canora	46.2	3,200	53.99	27	9	1	37	0.69	13	1
9-10	Canora - Jct Hwy 49	27.6	1,349	13.61	8	3	0	11	0.81	4	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,347	9.81	13	1	0	14	1.43	2	0
9-12	Preeceville - Usherville	31.0	406	4.59	6	0	0	6	1.31	0	0
9-13	Usherville - Bertwell	42.5	157	2.44	3	1	0	4	1.64	2	0
9-14	Bertwell - Hudson Bay	38.6	404	5.69	4	0	0	4	0.70	0	0
9-15	Hudson Bay - Manitoba Border	122.8	64	2.86	7	2	0	9	3.15	3	0
	Subtotal - Hwy 9	**592.4**		**215.02**	**175**	**29**	**3**	**207**	**0.96**	**47**	**3**
10-01	Manitoba Border - Wroxton	25.0	777	7.09	6	2	0	8	1.13	2	0
10-02	Wroxton - Yorkton	37.6	1,602	21.98	15	1	1	17	0.77	1	1
10-03	Yorkton - Melville	41.9	3,431	52.41	36	6	0	42	0.80	7	0
10-04	Melville - Jct Hwy 22	46.1	2,321	39.09	18	3	1	22	0.56	7	1
10-05	Jct Hwy 22 - Fort Qu'Appelle	25.3	3,259	30.15	14	1	0	15	0.50	1	0
10-06	Fort Qu'Appelle - Balgonie	44.4	4,421	71.61	38	11	3	52	0.73	23	3
	Subtotal - Hwy 10	**220.3**		**222.33**	**127**	**24**	**5**	**156**	**0.70**	**41**	**5**
11-00	Hwy 11 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
11-01	Regina - Lumsden	25.9	13,691	129.18	46	25	2	73	0.57	30	2
11-02	Lumsden - Bethune	25.9	6,157	58.28	18	12	0	30	0.51	12	0
11-03	Bethune - E Jct Hwy 2	19.2	5,034	35.23	14	5	0	19	0.54	6	0
11-04	E Jct Hwy 2 - Aylesbury	24.6	5,239	47.08	29	7	0	36	0.76	7	0
11-05	Aylesbury - Davidson	45.3	5,792	95.71	42	13	1	56	0.59	16	1
11-06	Davidson - Kenaston	32.1	6,275	73.47	26	6	0	32	0.44	11	0
11-07	Kenaston - Dundurn	38.9	6,608	93.85	23	3	0	26	0.28	7	0
11-08	Dundurn - Saskatoon	31.8	8,756	101.72	51	19	0	70	0.69	28	0
11-10	Saskatoon - Warman	15.5	11,894	67.40	32	13	1	46	0.68	19	1
11-11	Warman - Rosthern	43.1	5,801	91.30	36	9	1	46	0.50	13	1
11-12	Rosthern - Duck Lake	18.2	4,220	28.09	14	6	0	20	0.71	14	0
11-13	Duck Lake - Prince Albert	48.9	4,230	75.54	55	8	1	64	0.85	14	1
	Subtotal - Hwy 11	**369.5**		**896.87**	**388**	**126**	**6**	**520**	**0.58**	**177**	**6**
12-01	Jct Hwy 11 - Hepburn	36.4	6,551	86.96	40	11	1	52	0.60	19	1
12-02	Hepburn - Blaine Lake	38.2	1,869	26.04	27	6	0	33	1.27	11	0
12-03	Blaine Lake - Big Grass Lake	39.1	580	8.29	9	1	0	10	1.21	2	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
12-04	Big Grass Lake - Shell Lake	21.0	525	4.02	4	0	0	**4**	**0.99**	0	0
	Subtotal - Hwy 12	**134.7**		**125.31**	**80**	**18**	**1**	**99**	**0.79**	**32**	**1**
13-01	Manitoba Border - Redvers	19.7	1,010	7.26	9	0	0	**9**	**1.24**	0	0
13-02	Redvers - Carlyle	42.3	1,822	28.14	24	1	0	**25**	**0.89**	1	0
13-03	Carlyle - Stoughton	54.4	2,513	49.93	32	7	0	**39**	**0.78**	13	0
13-04	Stoughton - Griffin	31.0	1,462	16.53	15	5	2	**22**	**1.33**	10	2
13-05	Griffin - Weyburn	26.3	1,722	16.50	11	3	0	**14**	**0.85**	5	0
13-06	Weyburn - Jct Hwy 28	31.0	1,496	16.93	11	3	0	**14**	**0.83**	4	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	733	6.11	3	0	0	**3**	**0.49**	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	721	10.46	2	2	0	**4**	**0.38**	2	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.5	327	3.64	3	0	0	**3**	**0.82**	0	0
13-10	Jct Hwy 36 - Assiniboia	36.4	697	9.27	6	1	0	**7**	**0.76**	2	0
13-11	Assiniboia - Lafleche	42.5	906	14.09	9	1	0	**10**	**0.71**	1	0
13-12	Lafleche - Kincaid	32.3	527	6.21	7	0	0	**7**	**1.13**	0	0
13-13	Kincaid - Cadillac	54.6	472	9.41	7	2	1	**10**	**1.06**	3	1
13-14	Cadillac - Jct Hwy 37	49.2	278	4.99	5	1	0	**6**	**1.20**	1	0
13-15	Shaunavon - Eastend	34.4	555	6.97	6	3	0	**9**	**1.29**	6	0
13-16	Eastend - E Jct Hwy 21	52.5	183	3.52	2	0	0	**2**	**0.57**	0	0
13-17	E Jct Hwy 21 - Govanlock	44.1	184	2.96	1	0	0	**1**	**0.34**	0	0
13-18	Govanlock - Alberta Border	14.5	20	0.11	1	0	0	**1**	**9.42**	0	0
	Subtotal - Hwy 13	**658.4**		**213.02**	**154**	**29**	**3**	**186**	**0.87**	**48**	**3**
14-12	Saskatoon - Asquith	28.8	3,389	35.56	36	5	1	**42**	**1.18**	9	1
14-13	Asquith - Perdue	22.6	2,029	16.77	11	5	0	**16**	**0.95**	7	0
14-14	Perdue - Biggar	31.7	1,729	20.00	15	2	0	**17**	**0.85**	2	0
14-15	Biggar - Landis	35.6	932	12.10	11	0	0	**11**	**0.91**	0	0
14-16	Landis - Wilkie	31.5	967	11.12	6	0	0	**6**	**0.54**	0	0
14-17	Wilkie - Unity	30.3	1,592	17.58	8	1	0	**9**	**0.51**	1	0
14-18	Unity - Salvador Grid	29.2	1,218	12.98	9	3	0	**12**	**0.92**	3	0
14-19	Salvador Grid - Alberta Border	33.8	1,157	14.28	10	4	0	**14**	**0.98**	4	0
	Subtotal - Hwy 14	**243.4**		**140.38**	**106**	**20**	**1**	**127**	**0.90**	**26**	**1**
15-02	Bredenbury - Jct Hwy 9	32.9	241	2.89	5	1	0	**6**	**2.08**	3	0
15-03	Jct Hwy 9 - Melville	22.4	743	6.08	14	0	0	**14**	**2.30**	0	0
15-04	Melville - Jct Hwy 52	58.6	549	11.74	15	3	0	**18**	**1.53**	5	0
15-05	Jct Hwy 52 - Leross	26.5	544	5.26	5	1	0	**6**	**1.14**	1	0
15-06	Leross - Raymore	51.8	791	14.95	11	1	0	**12**	**0.80**	3	0
15-07	Raymore - S Jct Hwy 20	32.7	283	3.38	2	0	0	**2**	**0.59**	0	0
15-08	Nokomis - Jct Hwy 2	31.0	342	3.86	3	1	0	**4**	**1.04**	1	0
15-09	Jct Hwy 2 - Kenaston	56.6	244	5.03	0	0	0	**0**	**0.00**	0	0
15-10	Kenaston - Jct Hwy 19	22.7	820	6.80	0	0	0	**0**	**0.00**	0	0
15-11	Jct Hwy 19 - Outlook	34.6	1,303	16.45	9	1	0	**10**	**0.61**	1	0
15-12	Outlook - Milden	27.9	1,160	11.79	9	2	0	**11**	**0.93**	3	0
15-13	Milden - Rosetown	36.3	883	11.68	5	2	0	**7**	**0.60**	2	0
	Subtotal - Hwy 15	**433.9**		**99.91**	**78**	**12**	**0**	**90**	**0.90**	**19**	**0**

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
16-11	Manitoba Border - Churchbridge	30.5	2,034	22.67	10	2	0	**12**	**0.53**	2	0
16-12	Churchbridge - Yorkton	52.8	2,561	49.32	31	6	0	**37**	**0.75**	8	0
16-13	Yorkton - Springside	22.1	3,008	24.30	14	0	0	**14**	**0.58**	0	0
16-14	Springside - Insinger	31.1	2,141	24.33	10	0	0	**10**	**0.41**	0	0
16-15	Insinger - Tuffnell	22.5	2,045	16.78	6	0	0	**6**	**0.36**	0	0
16-16	Tuffnell - Elfros	38.0	2,087	28.93	9	1	1	**11**	**0.38**	2	1
16-17	Elfros - Dafoe	49.0	2,268	40.54	23	7	0	**30**	**0.74**	8	0
16-18	Dafoe - Guernsey	42.0	2,366	36.26	18	9	1	**28**	**0.77**	14	1
16-19	Guernsey - Jct Hwy 2	44.7	2,329	38.03	23	6	0	**29**	**0.76**	9	0
16-20	Jct Hwy 2 - Saskatoon	62.8	4,891	112.09	37	12	1	**50**	**0.45**	18	1
16-23	Jct Hwy 11 - North Sask. River	41.2	9,365	140.77	41	18	0	**59**	**0.42**	32	0
16-24	North Sask. River - Radisson	19.2	7,624	53.51	34	10	1	**45**	**0.84**	17	1
16-25	Radisson - Denholm	48.4	6,569	116.14	28	7	0	**35**	**0.30**	8	0
16-26	Denholm - North Battleford	23.4	7,126	60.88	22	3	0	**25**	**0.41**	6	0
16-27	North Battleford - Bresaylor	41.5	4,540	68.79	39	3	0	**42**	**0.61**	4	0
16-28	Bresaylor - Maidstone	40.0	4,925	71.62	38	4	0	**42**	**0.58**	7	0
16-29	Maidstone - Marshall	36.3	6,163	81.76	35	7	0	**42**	**0.51**	7	0
16-30	Marshall - Lloydminster	15.8	8,388	48.38	18	5	1	**24**	**0.50**	6	1
	Subtotal - Hwy 16	**661.4**		**1035.29**	**436**	**100**	**5**	**541**	**0.52**	**148**	**5**
17-03	Macklin - Alberta Border	57.1	740	15.43	7	2	0	**9**	**0.58**	4	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	23.5	1,990	17.05	3	0	0	**3**	**0.18**	0	0
17-05	Alberta Border - Lloydminster	21.8	3,025	24.10	17	6	0	**23**	**0.95**	8	0
17-06	Lloydminster - Jct Hwy 3	23.1	4,346	36.61	20	6	3	**29**	**0.79**	11	3
17-07	Jct Hwy 3 - N Sask. River	10.7	1,730	6.75	5	1	0	**6**	**0.89**	1	0
17-08	N Sask. River - Onion Lake	13.0	2,502	11.84	5	0	0	**5**	**0.42**	0	0
	Subtotal - Hwy 17	**149.1**		**111.78**	**57**	**15**	**3**	**75**	**0.67**	**24**	**3**
18-01	Manitoba Border - Carievale	19.6	843	6.03	7	2	0	**9**	**1.49**	2	0
18-02	Carievale - Jct Hwy 9	48.1	1,762	30.91	25	2	0	**27**	**0.87**	2	0
18-03	Jct Hwy 9 - Bienfait	44.1	1,934	31.14	23	2	1	**26**	**0.83**	2	2
18-04	Estevan - Torquay	36.8	765	10.28	15	3	1	**19**	**1.85**	3	1
18-05	Torquay - Oungre	22.8	313	2.60	0	1	0	**1**	**0.38**	2	0
18-06	Oungre - Lake Alma	29.2	190	2.03	3	1	0	**4**	**1.97**	1	0
18-07	Lake Alma - N Jct Hwy 6	27.9	163	1.67	2	0	0	**2**	**1.20**	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.4	79	1.39	1	0	0	**1**	**0.72**	0	0
18-09	Big Beaver - E Jct Hwy 36	19.5	300	2.14	3	0	0	**3**	**1.40**	0	0
18-10	W Jct Hwy 36 - Rockglen	23.5	265	2.27	4	0	0	**4**	**1.76**	0	0
18-11	Rockglen - Wood Mountain	32.0	85	0.99	0	0	0	**0**	**0.00**	0	0
18-12	Wood Mountain - Jct Hwy 19	52.2	167	3.17	8	1	0	**9**	**2.84**	1	0
18-13	Jct Hwy 19 - Ponteix Grid	37.1	169	2.29	0	1	0	**1**	**0.44**	1	0
18-14	Ponteix Grid - Val Marie	35.6	65	0.85	1	0	0	**1**	**1.18**	0	0
18-15	S Jct Hwy 4 - Climax	42.3	174	2.68	1	1	0	**2**	**0.75**	1	0
18-16	Climax - Divide	65.7	161	3.86	2	1	0	**3**	**0.78**	1	0
18-17	Divide - Robsart	31.0	34	0.38	0	0	0	**0**	**0.00**	0	0

2011 Traffic Collision Statistics by Highway Control Section

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 18	**615.7**		**104.69**	**95**	**15**	**2**	**112**	**1.07**	**16**	**3**
19-01	Jct Hwy 18 - Kincaid	26.2	216	2.06	2	1	0	3	1.46	2	0
19-02	Kincaid - S Jct Hwy 43	24.8	149	1.35	1	0	0	1	0.74	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.1	281	6.15	5	0	0	5	0.81	0	0
19-04	Chaplin - Central Butte	43.4	246	3.89	8	0	0	8	2.06	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	387	5.74	8	0	0	8	1.39	0	0
19-06	Elbow - Jct Hwy 15	42.1	562	8.65	4	1	0	5	0.58	2	0
	Subtotal - Hwy 19	**237.1**		**27.84**	**28**	**2**	**0**	**30**	**1.08**	**4**	**0**
20-01	Lumsden - Jct Hwy 22	36.5	1,655	22.08	16	3	0	19	0.86	4	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	706	14.24	13	0	1	14	0.98	0	1
20-03	Jct Hwy 15 - W Jct Hwy 16	47.5	513	8.88	4	0	0	4	0.45	0	0
20-04	W Jct Hwy 16 - Humboldt	36.5	826	11.00	9	0	0	9	0.82	0	0
20-05	Humboldt - Pilger	32.8	644	7.72	5	0	0	5	0.65	0	0
20-06	Pilger - Crystal Springs	44.9	209	3.43	2	2	0	4	1.17	2	0
20-07	Crystal Springs - Jct Hwy 3	22.6	252	2.08	4	2	0	6	2.88	2	0
	Subtotal - Hwy 20	**276.1**		**69.43**	**53**	**7**	**1**	**61**	**0.88**	**8**	**1**
21-01	U.S. Border - Govenlock	29.3	28	0.30	1	0	0	1	3.38	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	310	3.90	9	0	0	9	2.31	0	0
21-04	Cypress Hills - Maple Creek	27.5	679	6.82	7	0	0	7	1.03	0	0
21-05	Maple Creek - Jct Hwy 1	6.3	2,144	6.48	4	0	0	4	0.62	0	0
21-06	Jct Hwy 1 - Fox Valley	52.8	506	9.76	9	1	0	10	1.03	1	0
21-07	Fox Valley - Leader	50.0	433	7.90	4	1	0	5	0.63	1	0
21-08	Leader - Eatonia	41.1	463	6.95	7	2	0	9	1.30	3	0
21-09	Glidden - Kindersley	26.2	1,009	9.64	8	2	0	10	1.04	2	0
21-10	Kindersley - Jct Hwy 31	36.0	1,911	25.11	5	1	0	6	0.24	1	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,523	7.57	6	1	0	7	0.92	1	0
21-12	Kerrobert - Unity	59.3	589	12.75	6	2	0	8	0.63	3	0
21-13	Unity - E Jct Hwy 40	35.7	699	9.10	7	1	0	8	0.88	1	0
21-14	W Jct Hwy 40 - Maidstone	30.7	504	5.66	10	1	0	11	1.94	1	0
21-15	Maidstone - E Jct Hwy 3	52.4	1,075	20.57	21	4	1	26	1.26	6	1
21-16	Paradise Hill - Peck Lake	36.6	154	2.06	5	0	0	5	2.42	0	0
21-17	Peck Lake - Ministikwan Lake	21.0	163	1.25	2	1	0	3	2.41	2	0
21-18	Ministikwan Lake - Pierceland	43.5	282	4.48	4	2	0	6	1.34	2	0
21-19	Pierceland - Northern Pine	22.9	140	1.17	0	1	1	2	1.71	3	1
	Subtotal - Hwy 21	**621.3**		**141.45**	**115**	**20**	**2**	**137**	**0.97**	**27**	**2**
22-01	Man. Border - S Jct Hwy 8	13.2	160	0.77	2	0	0	2	2.60	0	0
22-02	S Jct Hwy 8 - Stockholm	40.9	1,933	28.83	18	4	0	22	0.76	4	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	229	2.05	1	0	0	1	0.49	0	0
22-04	Killaly - Jct Hwy 10	51.8	448	8.47	4	2	0	6	0.71	3	0
22-05	Lipton - Southey	50.9	766	14.23	9	4	0	13	0.91	7	0
22-06	Southey - Jct Hwy 20	26.7	320	3.12	2	0	0	2	0.64	0	0
	Subtotal - Hwy 22	**207.9**		**57.46**	**36**	**10**	**0**	**46**	**0.80**	**14**	**0**

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
23-01	Jct Hwy 9 - Somme	31.3	126	1.44	2	0	0	2	1.39	0	0
23-02	Somme - Chelan	30.2	646	7.12	5	1	0	6	0.84	1	0
23-03	Chelan - Crooked River	37.8	524	7.23	9	2	0	11	1.52	2	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	656	15.13	13	2	0	15	0.99	2	0
	Subtotal - Hwy 23	**162.5**		**30.93**	**29**	**5**	**0**	**34**	**1.10**	**5**	**0**
24-01	Spiritwood - Leoville	32.2	856	10.07	14	1	0	15	1.49	4	0
24-02	Leoville - Chitek Lake	25.3	528	4.88	7	1	1	9	1.84	1	1
	Subtotal - Hwy 24	**57.5**		**14.95**	**21**	**2**	**1**	**24**	**1.60**	**5**	**1**
25-01	Birch Hills - St. Louis	29.0	276	2.93	2	0	0	2	0.68	0	0
26-01	Jct Hwy 4 - Meota	15.4	1,125	6.33	2	0	0	2	0.32	0	0
26-02	Meota - Turtleford	54.2	1,103	21.82	19	7	0	26	1.19	7	0
26-03	Turtleford - N Jct Hwy 3	29.3	668	7.13	11	2	0	13	1.82	2	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	804	13.99	19	0	0	19	1.36	0	0
26-05	Loon Lake - Goodsoil	52.1	441	8.37	15	6	0	21	2.51	6	0
	Subtotal - Hwy 26	**198.7**		**57.66**	**66**	**15**	**0**	**81**	**1.40**	**15**	**0**
27-01	Jct Hwy 2 - Aberdeen	34.0	554	6.88	8	2	0	10	1.45	2	0
28-01	Lake Alma - Radville	39.7	195	2.83	3	0	0	3	1.06	0	0
28-02	Radville - Jct Hwy 13	20.0	649	4.74	2	0	0	2	0.42	0	0
	Subtotal - Hwy 28	**59.8**		**7.57**	**5**	**0**	**0**	**5**	**0.66**	**0**	**0**
29-01	Wilkie - Cloan Grid	23.1	1,004	8.48	2	1	0	3	0.35	2	0
29-02	Cloan Grid - Battleford	25.9	1,119	10.58	5	0	0	5	0.47	0	0
	Subtotal - Hwy 29	**49.1**		**19.06**	**7**	**1**	**0**	**8**	**0.42**	**2**	**0**
30-01	S Sask. River - Eston	21.4	99	0.77	1	0	0	1	1.30	0	0
30-02	Eston - Jct Hwy 7	37.1	199	2.70	3	0	0	3	1.11	0	0
	Subtotal - Hwy 30	**58.4**		**3.47**	**4**	**0**	**0**	**4**	**1.15**	**0**	**0**
31-01	Jct Hwy 4 - Plenty	58.2	178	3.79	5	1	0	6	1.58	1	0
31-02	Plenty - S Jct Hwy 21	35.8	352	4.60	7	0	0	7	1.52	0	0
31-03	Kerrobert - Salvador	37.7	620	8.54	6	2	0	8	0.94	4	0
31-04	Salvador - Macklin	37.9	829	11.48	12	4	0	16	1.39	5	0
	Subtotal - Hwy 31	**169.6**		**28.41**	**30**	**7**	**0**	**37**	**1.30**	**10**	**0**
32-01	Jct Hwy 1 - Success	22.6	1,439	11.85	5	0	1	6	0.51	2	1
32-02	Success - Cabri	33.5	865	10.58	2	0	0	2	0.19	0	0
32-03	Cabri - Lancer	39.0	419	5.97	2	0	0	2	0.33	0	0
32-04	Lancer - Leader	47.7	363	6.32	3	2	0	5	0.79	3	0
	Subtotal - Hwy 32	**142.8**		**34.73**	**12**	**2**	**1**	**15**	**0.43**	**5**	**1**
33-01	Stoughton - Fillmore	38.2	1,331	18.53	13	1	1	15	0.81	1	1
33-02	Fillmore - Francis	39.1	1,213	17.30	15	0	0	15	0.87	0	0
33-03	Francis - Kronau	38.3	2,179	30.43	11	3	0	14	0.46	4	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
33-04	Kronau - Regina	19.2	3,026	21.23	16	6	0	22	1.04	8	0
	Subtotal - Hwy 33	**134.7**		**87.48**	**55**	**10**	**1**	**66**	**0.75**	**13**	**1**
34-01	U.S. Border - Bengough	46.4	179	3.02	5	0	0	5	1.65	0	0
34-02	Bengough - Jct Hwy 13	16.3	390	2.32	0	0	0	0	0.00	0	0
	Subtotal - Hwy 34	**62.7**		**5.35**	**5**	**0**	**0**	**5**	**0.94**	**0**	**0**
35-01	U.S. Border - Oungre	16.2	147	0.87	5	0	0	5	5.75	0	0
35-02	Oungre - Colgate	28.7	477	5.00	1	1	0	2	0.40	1	0
35-03	Colgate - Weyburn	27.5	1,323	13.27	9	1	0	10	0.75	1	0
35-04	Weyburn - Francis	46.1	1,089	18.33	18	6	0	24	1.31	6	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.1	300	2.53	1	0	0	1	0.39	0	0
35-06	Jct Hwy 48 - Qu'Appelle	24.7	315	2.84	1	1	0	2	0.70	1	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	439	3.18	1	1	0	2	0.63	1	0
35-08	Fort Qu'Appelle - Lipton	15.2	1,751	9.69	6	1	1	8	0.83	1	1
35-09	Lipton - Leross	43.1	688	10.82	8	2	0	10	0.92	2	0
35-10	Leross - Elfros	50.4	477	8.77	9	0	0	9	1.03	0	0
35-11	Elfros - Wadena	23.7	859	7.41	6	1	0	7	0.94	1	0
35-12	Wadena - Jct Hwy 49	21.7	872	6.90	4	0	0	4	0.58	0	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.3	622	10.51	12	2	0	14	1.33	2	0
35-14	Jct Hwy 349 - Tisdale	43.9	1,009	16.16	25	4	0	29	1.79	8	0
35-15	Tisdale - Jct Hwy 335	27.0	1,254	12.33	2	1	0	3	0.24	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,937	19.91	9	2	0	11	0.55	3	0
35-17	Jct Hwy 55 - Torch River	36.2	133	1.76	1	1	0	2	1.13	3	0
	Subtotal - Hwy 35	**521.6**		**150.29**	**118**	**24**	**1**	**143**	**0.95**	**31**	**1**
36-01	U.S. Border - W Jct Hwy 18	30.5	334	3.72	1	1	0	2	0.54	1	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	38.8	391	5.54	6	0	0	6	1.08	0	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	225	5.30	8	0	0	8	1.51	0	0
	Subtotal - Hwy 36	**133.9**		**14.56**	**15**	**1**	**0**	**16**	**1.10**	**1**	**0**
37-01	U.S. Border - Climax	23.1	149	1.25	1	1	0	2	1.59	1	0
37-02	Climax - Shaunavon	51.5	688	12.92	8	2	0	10	0.77	2	0
37-03	Shaunavon - Gull Lake	51.5	1,197	22.49	14	2	0	16	0.71	3	0
37-04	Gull Lake - W Jct Hwy 332	33.0	334	4.02	2	1	0	3	0.75	1	0
37-05	E Jct Hwy 332 - Cabri	24.5	185	1.65	1	1	0	2	1.21	1	0
	Subtotal - Hwy 37	**183.5**		**42.34**	**26**	**7**	**0**	**33**	**0.78**	**8**	**0**
38-01	Kelvington - Perigord	22.3	577	4.69	2	1	0	3	0.64	1	0
38-02	Perigord - Chelan	34.4	328	4.12	3	0	0	3	0.73	0	0
38-05	Kuroki - Kelvington	31.4	214	2.45	5	1	0	6	2.45	1	0
	Subtotal - Hwy 38	**88.0**		**11.25**	**10**	**2**	**0**	**12**	**1.07**	**2**	**0**
39-01	U.S. Border - Bienfait	26.9	1,393	13.65	12	1	0	13	0.95	1	0
39-02	Bienfait - Estevan	9.5	6,574	22.89	9	3	0	12	0.52	3	0
39-03	Estevan - Midale	40.9	3,355	50.08	25	5	1	31	0.62	5	1
39-04	Midale - Weyburn	44.2	3,804	61.36	31	7	0	38	0.62	12	0

2011 Traffic Collision Statistics by Highway Control Section

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
39-05	Weyburn - Yellow Grass	26.7	3,577	34.90	17	4	0	21	0.60	6	0
39-06	Yellow Grass - Corinne	44.6	3,079	50.12	16	5	2	23	0.46	5	2
39-07	Corinne - Pitman	32.5	1,451	17.19	9	1	0	10	0.58	1	0
39-08	Pitman - Jct Hwy 1	36.0	1,404	18.43	10	4	0	14	0.76	6	0
	Subtotal - Hwy 39	**261.2**		**268.62**	**129**	**30**	**3**	**162**	**0.60**	**39**	**3**
40-01	Jct Hwy 3 - Blaine Lake	55.9	1,344	27.41	22	4	0	26	0.95	7	0
40-02	Blaine Lake - Hafford	36.1	552	7.26	5	0	0	5	0.69	0	0
40-03	Hafford - North Battleford	64.0	940	21.94	16	3	0	19	0.87	5	0
40-04	Battleford - E Jct Hwy 21	57.6	1,333	28.01	17	4	0	21	0.75	4	0
40-05	E Jct Hwy 21 - Neilburg	35.5	844	10.94	10	1	0	11	1.01	1	0
40-06	Neilburg - Alberta Border	25.4	1,084	10.05	13	1	1	15	1.49	2	1
	Subtotal - Hwy 40	**274.4**		**105.61**	**83**	**13**	**1**	**97**	**0.92**	**19**	**1**
41-01	Melfort - Jct Hwy 20	55.0	1,497	30.07	20	6	0	26	0.86	7	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,463	15.91	16	2	1	19	1.19	11	2
41-03	Wakaw - Aberdeen	51.2	2,084	38.95	13	4	2	19	0.49	10	3
41-04	Aberdeen - Jct Hwy 41	26.9	3,574	35.04	13	4	0	17	0.49	4	0
	Subtotal - Hwy 41	**162.9**		**119.98**	**62**	**16**	**3**	**81**	**0.68**	**32**	**5**
42-01	Tuxford - Keeler	24.9	511	4.65	2	3	0	5	1.08	3	0
42-02	Keeler - E Jct Hwy 19	42.3	404	6.24	2	0	0	2	0.32	0	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	446	6.30	3	0	0	3	0.48	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.6	193	2.65	2	0	0	2	0.75	0	0
42-05	Jct Hwy 342 - Milden	59.9	203	4.45	6	0	0	6	1.35	0	0
	Subtotal - Hwy 42	**203.4**		**24.29**	**15**	**3**	**0**	**18**	**0.74**	**3**	**0**
43-01	Jct Hwy 2 - Gravelbourg	37.5	574	7.85	4	1	0	5	0.64	1	0
43-02	Gravelbourg - S Jct Hwy 19	28.2	306	3.15	1	0	0	1	0.32	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	58.9	282	6.07	15	1	0	16	2.63	1	0
	Subtotal - Hwy 43	**124.6**		**17.07**	**20**	**2**	**0**	**22**	**1.29**	**2**	**0**
44-02	Davidson - Loreburn	44.0	217	3.49	3	0	0	3	0.86	0	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.2	201	2.36	5	1	0	6	2.54	1	0
44-04	Jct Hwy 45 - Dinsmore	28.3	118	1.22	0	0	0	0	0.00	0	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	154	2.27	2	0	0	2	0.88	0	0
44-06	S Jct Hwy 4 - Eston	54.0	411	8.10	7	0	1	8	0.99	1	2
44-07	Eston - Glidden	33.2	424	5.13	3	0	0	3	0.58	0	0
44-08	Glidden - Mantario	45.1	348	5.73	2	2	0	4	0.70	3	0
44-09	Mantario - Alsask	33.7	121	1.49	1	0	0	1	0.67	0	0
	Subtotal - Hwy 44	**310.9**		**29.81**	**23**	**3**	**1**	**27**	**0.91**	**5**	**2**
45-01	Lucky Lake - Birsay	18.4	389	2.62	0	0	0	0	0.00	0	0
45-02	Birsay - Jct Hwy 44	18.9	428	2.95	1	0	0	1	0.34	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	587	5.83	1	1	0	2	0.34	1	0
45-04	W Jct Hwy 15 - Delisle	49.4	804	14.52	12	1	0	13	0.90	1	0
	Subtotal - Hwy 45	**114.0**		**25.91**	**14**	**2**	**0**	**16**	**0.62**	**2**	**0**

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
46-01	Balgonie - Regina	19.7	6,000	43.12	26	7	0	**33**	**0.77**	12	0
47-01	U.S. Border - Estevan	13.6	707	3.50	3	0	1	**4**	**1.14**	0	1
47-02	Estevan - Stoughton	57.8	2,097	44.28	31	3	1	**35**	**0.79**	3	1
47-03	Stoughton - Jct Hwy 48	56.3	431	8.85	6	3	0	**9**	**1.02**	4	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.8	88	0.86	0	0	0	**0**	**0.00**	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	464	6.77	5	1	1	**7**	**1.03**	1	1
47-06	S Jct Hwy 22 - Melville	22.8	905	7.53	5	1	0	**6**	**0.80**	1	0
47-07	Melville - Willowbrook	30.0	390	4.27	2	1	0	**3**	**0.70**	1	0
47-08	Willowbrook - Springside	19.1	265	1.85	1	1	0	**2**	**1.08**	1	0
47-09	Springside - Buchanan	42.5	224	3.48	5	1	0	**6**	**1.73**	1	0
47-10	Buchanan - Preeceville	33.8	261	3.22	0	0	1	**1**	**0.31**	5	2
	Subtotal - Hwy 47	**342.5**		**84.61**	**58**	**11**	**4**	**73**	**0.86**	**17**	**5**
48-01	Manitoba Border - Fairlight	19.0	488	3.38	4	0	1	**5**	**1.48**	2	1
48-02	Fairlight - S Jct Hwy 9	44.7	587	9.58	14	2	0	**16**	**1.67**	2	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.8	800	16.89	12	4	0	**16**	**0.95**	7	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	787	18.18	16	2	0	**18**	**0.99**	2	0
48-05	Jct Hwy 35 - White City	40.4	1,706	25.15	19	3	0	**22**	**0.87**	3	0
	Subtotal - Hwy 48	**225.2**		**73.18**	**65**	**11**	**1**	**77**	**1.05**	**16**	**1**
49-01	Manitoba Border - Pelly	25.4	436	4.04	0	1	0	**1**	**0.25**	3	0
49-02	Pelly - Stenen	33.7	777	9.57	2	1	0	**3**	**0.31**	1	0
49-03	Stenen - Okla	31.8	549	6.37	7	1	0	**8**	**1.26**	1	0
49-04	Okla - Kelvington	33.9	462	5.72	4	2	0	**6**	**1.05**	3	0
49-05	Kelvington - Jct Hwy 35	19.6	694	4.95	1	0	0	**1**	**0.20**	0	0
	Subtotal - Hwy 49	**144.4**		**30.65**	**14**	**5**	**0**	**19**	**0.62**	**8**	**0**
51-01	Biggar - Tramping Lake	62.6	375	8.58	8	2	0	**10**	**1.16**	2	0
51-02	Tramping Lake - Kerrobert	26.0	327	3.09	2	2	0	**4**	**1.29**	2	0
51-03	Kerrobert - Major	34.3	269	3.37	3	0	0	**3**	**0.89**	0	0
51-04	Major - Alberta Border	29.6	241	2.60	2	1	0	**3**	**1.15**	1	0
	Subtotal - Hwy 51	**152.5**		**17.65**	**15**	**5**	**0**	**20**	**1.13**	**5**	**0**
52-01	Yorkton - Willowbrook	21.6	1,055	8.30	8	3	0	**11**	**1.33**	6	0
52-02	Willowbrook - Jct Hwy 15	49.1	288	5.16	7	2	0	**9**	**1.74**	2	0
	Subtotal - Hwy 52	**70.6**		**13.46**	**15**	**5**	**0**	**20**	**1.49**	**8**	**0**
54-01	Jct Hwy 11 - Regina Beach	17.4	2,511	15.96	13	4	0	**17**	**1.07**	4	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.7	60	0.85	1	1	0	**2**	**2.36**	3	0
55-03	S of Pakwaw L. - W of Crack. R.	29.3	245	2.62	2	2	1	**5**	**1.91**	6	2
55-04	W of Crack R Br - Jct Hwy 123	36.6	412	5.50	8	0	0	**8**	**1.45**	0	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,301	13.45	5	3	0	**8**	**0.59**	7	0
55-06	Nipawin - White Fox	13.7	1,908	9.54	10	1	0	**11**	**1.15**	1	0
55-07	White Fox - Smeaton	48.7	1,052	15.69	15	1	0	**16**	**0.86**	1	0
55-08	Smeaton - Meath Park	36.5	1,078	14.38	13	0	0	**13**	**0.90**	0	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
55-09	Meath Park - Prince Albert	25.5	2,267	21.09	17	2	1	20	0.95	3	1
55-10	Shellbrook - Debden	49.5	1,566	28.28	21	4	0	25	0.88	8	0
55-11	Debden - Big River	38.2	1,027	14.30	11	4	0	15	1.05	5	0
55-12	Big River - Jct Hwy 124	48.3	435	7.67	14	0	0	14	1.83	0	0
55-13	Jct 124 - Green Lake	28.0	390	3.98	12	0	0	12	3.01	0	0
55-14	Green Lake - Meadow Lake	48.1	1,651	29.02	25	5	1	31	1.07	14	1
55-15	Meadow Lake - S Jct Hwy 26	67.7	860	21.26	21	4	0	25	1.18	5	0
55-16	Peerless - Alberta Border	52.1	1,003	19.09	31	2	0	33	1.73	8	0
	Subtotal - Hwy 55	**589.3**		**209.71**	**206**	**29**	**3**	**238**	**1.13**	**61**	**4**
56-01	Indian Head - Katepwa Lake	21.1	952	7.34	5	2	0	7	0.95	2	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.0	863	6.32	9	2	1	12	1.90	5	1
56-03	Fort Qu'Appelle - Echo Lake	11.2	1,122	4.59	3	1	0	4	0.87	1	0
	Subtotal - Hwy 56	**52.4**		**18.24**	**17**	**5**	**1**	**23**	**1.26**	**8**	**1**
57-01	Manitoba Border - Jct Hwy 5	19.3	661	4.65	1	0	0	1	0.22	0	0
58-01	Jct Hwy 18 - Lafleche	35.6	176	2.29	2	0	0	2	0.87	0	0
58-02	Lafleche - Gravelbourg	19.5	700	4.98	7	0	0	7	1.40	0	0
58-03	Gravelbourg - Jct Hwy 363	31.6	221	2.55	3	0	0	3	1.18	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.0	63	0.83	1	0	0	1	1.21	0	0
	Subtotal - Hwy 58	**122.7**		**10.65**	**13**	**0**	**0**	**13**	**1.22**	**0**	**0**
60-01	Pike Lake - Saskatoon	23.9	1,328	11.60	15	3	0	18	1.55	3	0
80-01	Esterhazy - Churchbridge	31.4	905	10.38	8	1	0	9	0.87	1	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	244	3.14	3	0	0	3	0.95	0	0
	Subtotal - Hwy 80	**66.7**		**13.52**	**11**	**1**	**0**	**12**	**0.89**	**1**	**0**
99-10	Jct Hwy 6 - Craven	20.8	177	1.35	2	0	0	2	1.48	0	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
102-25	La Ronge - Sucker River	30.3	1,101	12.17	4	2	0	6	0.49	2	0
102-26	Sucker River - Otter Rapids	54.2	397	7.86	7	1	1	9	1.14	1	1
102-27	Otter Rapids - Island Lake Cr	51.9	140	2.65	4	3	0	7	2.64	4	0
102-28	Island Lake Cr - Waddy River Br	36.2	110	1.45	4	0	0	4	2.75	0	0
102-29	Waddy River Br - Southend	43.5	85	1.34	2	0	0	2	1.49	0	0
	Subtotal - Hwy 102	**216.1**		**25.49**	**23**	**6**	**1**	**30**	**1.18**	**7**	**1**
106-00	Hwy 106 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.7	345	8.52	9	0	0	9	1.06	0	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	356	8.71	3	0	0	3	0.34	0	0
106-03	Jct Hwy 165 - Deschambault L	81.4	365	10.86	8	1	0	9	0.83	2	0
106-04	Deschambault L. - Jct Hwy 135	41.0	404	6.04	5	0	0	5	0.83	0	0
106-05	Jct Hwy 135 - Flin Flon	68.0	462	11.48	2	3	1	6	0.52	6	2
	Subtotal - Hwy 106	**325.2**		**45.62**	**27**	**4**	**1**	**32**	**0.70**	**8**	**2**
120-00	Hwy 120 Section Not Known	0.0	0	0.00	10	1	0	11	0.00	1	0
120-01	Meath Park - Candle Lake	32.2	878	10.33	5	0	0	5	0.48	0	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
120-02	Candle Lake - Lower Fishing Lake	57.9	211	4.46	4	1	0	5	1.12	2	0
	Subtotal - Hwy 120	**90.2**		**14.79**	19	2	0	21	1.42	3	0
123-00	Hwy 123 Section Not Known	0.0	0	0.00	2	0	0	2			
123-01	Jct Hwy 163 - Kennedy Creek	41.7	252	3.84	6	1	0	7	1.82	1	0
123-02	Kennedy Cr. - Cumberland House	91.7	112	3.73	3	0	0	3	0.80	0	0
	Subtotal - Hwy 123	**133.4**		**7.57**	11	1	0	12	1.58	1	0
135-00	Hwy 135 Section Not Known	0.0	0	0.00	1	0	0	1			
135-01	Jct Hwy 106 - Pelican Narrows	50.1	388	7.10	9	4	1	14	1.97	6	1
135-02	Pelican Narrows - Sandy Bay	70.5	263	6.76	4	4	1	9	1.33	14	1
	Subtotal - Hwy 135	**120.6**		**13.86**	14	8	2	24	1.73	20	2
155-00	Hwy 155 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
155-01	Green Lake - Jct Hwy 165	94.4	526	18.12	16	6	0	22	1.21	7	0
155-02	Jct Hwy 165 - Buffalo Narrows	101.1	464	17.13	8	5	0	13	0.76	6	0
155-03	Buffalo Narrows - La Loche	104.0	351	13.33	5	2	0	7	0.53	2	0
	Subtotal - Hwy 155	**299.4**		**48.58**	31	13	0	44	0.91	15	0
165-01	Jct Hwy 106 - Jct Hwy 2	94.8	21	0.71	2	2	0	4	5.62	3	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	200	4.06	2	1	0	3	0.74	1	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	113	2.31	0	0	0	0	0.00	0	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	193	4.65	5	0	0	5	1.07	0	0
	Subtotal - Hwy 165	**272.4**		**11.74**	9	3	0	12	1.02	4	0
167-00	Hwy 167 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.7	76	0.83	0	0	0	0	0.00	0	0
167-02	Denare Beach - Creighton	19.7	1,855	13.34	4	3	0	7	0.52	8	0
	Subtotal - Hwy 167	**49.4**		**14.16**	4	3	0	7	0.49	8	0
201-01	Broadview - Jct Hwy 247	19.2	475	3.34	4	1	1	6	1.80	4	1
202-01	Tuxford - Buffalo Pound Lake	15.2	280	1.56	0	0	0	0	0.00	0	0
204-01	Battlefords Provincial Park	5.1	230	0.43	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.0	860	1.27	0	0	0	0	0.00	0	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	17	0	0	17	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.1	582	1.50	3	0	1	4	2.67	1	1
210-02	Echo Valley - Jct Hwy 10	12.1	742	3.28	1	0	0	1	0.30	0	0
	Subtotal - Hwy 210	**19.2**		**4.78**	21	0	1	22	4.60	1	1
211-01	Dundurn - Blackstrap Lake	7.0	354	0.90	1	0	0	1	1.11	0	0
212-01	Duck Lake - Saskatchewan River	24.4	666	5.94	3	0	0	3	0.51	0	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	6	1	0	7	0.00	2	0
219-01	Danielson Provincial Park	1.6	110	0.07	0	0	0	0	0.00	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	231	2.05	3	0	0	3	1.46	0	0
219-03	Jct Hwy 15 - White Cap FN	38.0	620	8.59	5	2	0	7	0.82	4	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
219-04	White Cap FN. - Saskatoon	30.8	2,631	29.56	51	8	0	59	2.00	14	0
	Subtotal - Hwy 219	**94.7**		**40.26**	**65**	**11**	**0**	**76**	**1.89**	**20**	**0**
220-01	Bulyea - Rowan's Ravine	22.4	179	1.46	5	1	0	6	4.10	1	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	3.8	360	0.50	2	0	0	2	4.02	0	0
224-01	Jct Hwy 4 - Goodsoil	46.1	116	1.96	2	1	0	3	1.53	1	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.8	382	5.12	4	1	0	5	0.98	2	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	313	1.89	1	1	0	2	1.06	1	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.4	212	0.50	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	**23.0**		**2.39**	**1**	**1**	**0**	**2**	**0.84**	**1**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.1	135	1.98	3	0	0	3	1.52	0	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.8	346	6.29	7	1	0	8	1.27	1	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	238	1.97	5	0	0	5	2.53	0	0
261-01	E.Sk. Landing P. P. - Jct Hwy 4	7.7	93	0.26	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W.Sk. Landing P. P.	3.1	40	0.05	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**10.8**		**0.31**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-01	Jct Hwy 2 - P.A. National Park	18.0	1,154	7.60	11	2	0	13	1.71	4	0
264-01	Jct Hwy 2 - Prince Albert	7.9	770	2.23	3	2	0	5	2.24	2	0
265-01	Jct Hwy 120 - Candle Lake	28.9	422	4.45	7	1	0	8	1.80	2	0
271-01	Maple Creek - Cypress Hills	43.0	174	2.73	1	0	0	1	0.37	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.6	40	0.14	1	0	0	1	7.16	0	0
	Subtotal - Hwy 271	**52.6**		**2.87**	**2**	**0**	**0**	**2**	**0.70**	**0**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.2	259	2.01	0	1	0	1	0.50	1	0
302-01	S.Sask River - Prince Albert	38.3	520	7.26	12	2	0	14	1.93	4	0
302-02	Prince Albert - 30 Km West	27.2	653	6.48	6	3	0	9	1.39	4	0
	Subtotal - Hwy 302	**65.5**		**13.75**	**18**	**5**	**0**	**23**	**1.67**	**8**	**0**
303-00	Hwy 303 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1,393	11.67	4	2	0	6	0.51	3	0
303-02	Jct Hwy 21 - Jct Hwy 16	44.6	1,491	24.28	23	7	1	31	1.28	9	1
	Subtotal - Hwy 303	**67.6**		**35.95**	**31**	**9**	**1**	**41**	**1.14**	**12**	**1**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	764	13.57	20	3	0	23	1.69	6	0
305-00	Hwy 305 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
305-01	Warman - Jct Hwy 12	5.5	2,738	5.45	5	2	0	7	1.29	3	0
305-02	Jct Hwy 12 - Langham	20.4	955	7.10	6	2	0	8	1.13	4	0
	Subtotal - Hwy 305	**25.8**		**12.55**	**11**	**4**	**0**	**15**	**1.20**	**7**	**0**
306-01	Jct Hwy 35 - Riceton	39.1	54	0.77	0	1	0	1	1.30	1	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
306-02	Riceton - Jct Hwy 6	27.9	227	2.30	3	0	0	**3**	**1.30**	0	0
	Subtotal - Hwy 306	**66.9**		**3.07**	**3**	**1**	**0**	**4**	**1.30**	**1**	**0**
307-01	Jct Hwy 7 - Smiley	17.8	330	2.14	0	1	0	**1**	**0.47**	1	0
307-02	Smiley - Jct Hwy 21	29.3	456	4.88	2	2	0	**4**	**0.82**	2	0
	Subtotal - Hwy 307	**47.1**		**7.03**	**2**	**3**	**0**	**5**	**0.71**	**3**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	328	1.77	0	0	0	**0**	**0.00**	0	0
309-01	Ebenezer - Rhein	18.4	337	2.27	7	1	0	**8**	**3.53**	1	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	3	0	0	**3**	**0.00**	0	0
310-01	Balcarres - Ituna	43.2	302	4.76	5	2	0	**7**	**1.47**	2	0
310-03	Jct Hwy 52 - Foam Lake	51.0	139	2.58	3	1	0	**4**	**1.55**	1	0
310-04	Foam Lake - Kuroki	30.5	216	2.40	1	0	0	**1**	**0.42**	0	0
	Subtotal - Hwy 310	**124.7**		**9.74**	**12**	**3**	**0**	**15**	**1.54**	**3**	**0**
312-01	Wakaw - Rosthern	41.3	604	9.11	6	2	1	**9**	**0.99**	5	1
312-02	Rosthern - Jct Hwy 12	36.9	878	11.81	2	2	1	**5**	**0.42**	2	1
	Subtotal - Hwy 312	**78.2**		**20.92**	**8**	**4**	**2**	**14**	**0.67**	**7**	**2**
316-01	Clavet - Hwy 5	16.0	750	4.38	8	0	0	**8**	**1.83**	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.7	171	2.91	2	0	1	**3**	**1.03**	0	1
317-02	N Jct Hwy 51 - Jct Hwy 31	44.5	248	4.03	3	1	0	**4**	**0.99**	1	0
	Subtotal - Hwy 317	**91.3**		**6.94**	**5**	**1**	**1**	**7**	**1.01**	**1**	**1**
318-01	Carnduff - Alida	27.9	346	3.52	1	0	0	**1**	**0.28**	0	0
320-01	Jct Hwy 20 - Domremy	26.3	114	1.09	2	1	0	**3**	**2.75**	1	0
321-01	Liebenthal - Alberta Border	33.2	376	4.55	2	0	0	**2**	**0.44**	0	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.3	519	5.55	3	2	0	**5**	**0.90**	2	0
324-01	Jct Hwy 378 - Mayfair	18.6	76	0.52	0	0	0	**0**	**0.00**	0	0
332-01	Jct Hwy 32 - Hazlet	43.8	279	4.46	4	1	0	**5**	**1.12**	1	0
334-01	Jct Hwy 13 - Avonlea	62.0	105	2.37	0	0	0	**0**	**0.00**	0	0
334-02	Avonlea - Corinne	33.7	443	5.46	3	0	0	**3**	**0.55**	0	0
	Subtotal - Hwy 334	**95.7**		**7.83**	**3**	**0**	**0**	**3**	**0.38**	**0**	**0**
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	475	3.68	0	1	0	**1**	**0.27**	1	0
335-02	Jct Hwy 35 - Gronlid	29.4	444	4.76	4	2	0	**6**	**1.26**	2	0
	Subtotal - Hwy 335	**50.6**		**8.44**	**4**	**3**	**0**	**7**	**0.83**	**3**	**0**
339-01	Avonlea - Jct Hwy 39	49.4	349	6.29	8	3	1	**12**	**1.91**	3	1
340-01	Radisson - Hafford	30.5	290	3.23	5	0	0	**5**	**1.55**	0	0

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Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
342-00	Hwy 342 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.6	262	1.11	2	0	0	2	1.81	0	0
342-02	Beechy - Clearwater Lake	43.8	183	2.92	8	0	0	8	2.74	0	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	339	0.83	1	0	0	1	1.20	0	0
342-04	Jct Hwy 4 - Lacadena	31.4	127	1.45	1	0	0	1	0.69	0	0
342-05	Lacadena - Jct Hwy 44	30.1	122	1.34	1	0	1	2	1.50	0	1
	Subtotal - Hwy 342	**123.6**		**7.65**	**14**	**0**	**1**	**15**	**1.96**	**0**	**1**
343-01	Jct Hwy 4 - Simmie	32.8	196	2.35	3	1	0	4	1.70	2	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.1	189	1.60	1	1	0	2	1.25	1	0
349-11	Jct Hwy 35 - Naicam	32.6	303	3.60	7	3	0	10	2.78	3	0
	Subtotal - Hwy 349	**55.7**		**5.20**	**8**	**4**	**0**	**12**	**2.31**	**4**	**0**
350-01	U.S. Border - Jct Hwy 18	16.4	96	0.57	9	0	0	9	15.69	0	0
354-01	Bethune - Dilke	20.9	302	2.30	2	0	0	2	0.87	0	0
355-01	Meath Park - Spruce Home	28.0	190	1.94	2	0	0	2	1.03	0	0
355-02	Spruce Home - 11 km West	17.5	873	5.57	3	0	0	3	0.54	0	0
	Subtotal - Hwy 355	**45.5**		**7.52**	**5**	**0**	**0**	5	0.67	**0**	**0**
357-01	Togo - Jct Hwy 8	20.5	122	0.92	1	0	0	1	1.09	0	0
358-01	Wood Mountain - Limerick	42.5	177	2.75	2	0	0	2	0.73	0	0
361-00	Hwy 361 Section Not Known				1	0	0	1		0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	93	0.64	1	0	0	1	1.57	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.6	177	3.08	6	0	0	6	1.95	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.1	770	14.65	15	3	0	18	1.23	5	0
	Subtotal - Hwy 361	**118.4**		**18.36**	**23**	**3**	**0**	26	1.42	**5**	**0**
363-01	Moose Jaw - Courval	69.7	331	8.41	11	2	0	13	1.55	4	0
363-02	Courval - Hodgeville	57.1	92	1.91	2	1	0	3	1.57	1	0
363-03	Hodgeville - Jct Hwy 4	69.9	185	4.71	9	0	0	9	1.91	0	0
	Subtotal - Hwy 363	**196.7**		**15.03**	**22**	**3**	**0**	25	1.66	**5**	**0**
364-01	Balgonie - Edgeley	37.2	538	7.30	9	0	0	9	1.23	0	0
365-01	Watrous - Plunkett	35.3	441	5.67	2	0	0	2	0.35	0	0
367-01	Eyebrow - Jct Hwy 19	23.8	287	2.50	1	0	0	1	0.40	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
368-01	Muenster - St. Brieux	56.1	408	8.35	6	3	0	9	1.08	5	0
368-02	St. Brieux - Beatty	33.4	857	10.43	9	2	0	11	1.06	2	0
	Subtotal - Hwy 368	**89.4**		**18.78**	**18**	**5**	**0**	23	1.22	**7**	**0**

2011 Traffic Collision Statistics by Highway Control Section

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
369-01	Jct Hwy 10 - Togo	20.9	122	0.93	2	0	0	**2**	**2.16**	0	0
371-01	Fox Valley - Alberta Border	41.5	193	2.93	5	1	0	**6**	**2.05**	1	0
373-01	Jct Hwy 42 - Birsay	14.0	93	0.47	0	0	0	**0**	**0.00**	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.1	89	1.63	1	0	0	**1**	**0.62**	0	0
376-01	Jct Hwy 14 - Arelee	29.4	145	1.56	4	0	0	**4**	**2.57**	0	0
376-02	Arelee - Sonningdale	25.8	62	0.59	1	2	0	**3**	**5.10**	2	0
376-03	Sonningdale - Maymont	21.5	136	1.07	1	0	0	**1**	**0.94**	0	0
376-04	Maymont - Jct Hwy 40	17.9	135	0.88	2	1	0	**3**	**3.39**	1	0
376-05	Jct Hwy 40 - Jct Hwy 324	26.0	64	0.61	2	0	0	**2**	**3.27**	0	0
	Subtotal - Hwy 376	**120.6**		**4.71**	**10**	**3**	**0**	**13**	**2.76**	**3**	**0**
377-01	Radville - Ceylon	23.0	332	2.78	4	1	0	**5**	**1.80**	1	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	219	5.34	7	0	0	**7**	**1.31**	0	0
378-02	Rabbit Lake - Spiritwood	41.5	286	4.33	9	1	0	**10**	**2.31**	1	0
	Subtotal - Hwy 378	**108.5**		**9.68**	**16**	**1**	**0**	**17**	**1.76**	**1**	**0**
379-01	McMahon - Wymark	18.4	228	1.53	1	0	0	**1**	**0.65**	3	0
381-01	MacNutt - Jct Hwy 8	24.6	69	0.62	1	0	0	**1**	**1.61**	0	0
397-01	Allan - Elstow	12.5	907	4.12	4	3	0	**7**	**1.70**	0	0
903-00	Hwy 903 Section Not Known	0.0	0	0.00	2	1	0	**3**	**0.00**	1	0
903-01	Jct Hwy 55 - N.A.D. Boundry	48.7	438	7.80	10	0	0	**10**	**1.28**	0	0
903-02	N.A.D. Boundry - Jct Hwy 965	57.1	177	3.70	1	0	0	**1**	**0.27**	0	0
903-03	Jct Hwy 965 - End	73.6	34	0.93	0	1	0	**1**	**1.08**	3	0
	Subtotal - Hwy 903	**179.4**		**12.42**	**13**	**2**	**0**	**15**	**1.21**	**4**	**0**
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	135	1.48	2	0	0	**2**	**1.35**	0	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	0	1	0	**1**	**0.00**	1	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.7	67	1.66	3	0	0	**3**	**1.80**	0	0
905-02	Atwater L. Acc - Courtney L. Acc	79.1	55	1.60	2	0	0	**2**	**1.25**	0	0
905-03	Courtney L. Acc. - to W. Lodge	88.5	77	2.47	0	0	0	**0**	**0.00**	0	0
905-04	W. Lodge Access - Henday Lake	32.7	60	0.72	0	0	0	**0**	**0.00**	0	0
905-05	Points North - Hawk Rock River	77.4	20	0.57	0	0	0	**0**	**0.00**	0	0
905-06	Hawk Rock River - Black Lake	106.9	20	0.78	0	0	0	**0**	**0.00**	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	1	1	0	**2**	**1.88**	1	0
905-08	Stony Rapids - Shasko Bay	51.5	20.0	0.38	0	0	0	**0**	**0.00**	0	0
	Subtotal - Hwy 905	**526.0**		**9.24**	**6**	**2**	**0**	**8**	**0.87**	**2**	**0**
907-01	Jct Hwy 165 -Fort Black	5.5	10	0.02	1	0	0	**1**	**50.09**	0	0
908-01	Jct Hwy 155 - End	20.3	415	3.08	0	1	0	**1**	**0.33**	1	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
909-01	Jct Hwy 155 - Turnor Lake	29.3	120	1.28	1	0	0	1	0.78	0	0
910-01	Jct Hwy 165 - End	34.0	54	0.67	0	0	0	0	0.00	0	0
911-01	Jct Hwy 106 - Deschambault L	29.2	130	1.38	2	0	0	2	1.45	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.3	17	0.42	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	11	0.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 912	**102.0**		**0.55**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	61	0.91	0	0	0	0	0.00	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	37	0.33	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**65.1**		**1.23**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
914-01	Jct Hwy 165 - Pinehouse Lake	49.9	113	2.05	2	0	0	2	0.98	0	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.2	90	0.83	0	0	0	0	0.00	0	0
914-03	Churchill River - Key Lake	194.3	50	3.55	3	1	0	4	1.13	2	0
	Subtotal - Hwy 914	**269.4**		**6.43**	**5**	**1**	**0**	**6**	**0.93**	**2**	**0**
915-01	Jct Hwy 102 - Stanley Mission	35.8	160	2.09	4	0	0	4	1.91	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	39.8	12	0.17	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921- Jct Hwy 917	50.2	10	0.18	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	19.9	30	0.22	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	**110.0**		**0.57**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
917-01	Jct Hwy 916 - End	29.0	6	0.06	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (FN Bdry - End)	92.4	107	3.62	1	1	0	2	0.55	1	0
919-01	Jct Hwy 21 - Cold River	20.8	60	0.46	1	0	0	1	2.19	0	0
919-02	Cold River - SK Alta Border	25.3	31	0.29	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	**46.0**		**0.74**	**1**	**0**	**0**	**1**	**1.35**	**0**	**0**
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	70	0.09	**1**	**0**	**0**	**1**	**11.25**	**0**	**0**
921-01	Jct Why 933- Jct Hwy 937	47.2	2	0.03	0	0	0	0	0	0	0
922-00	Hwy 922 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	31.0	62	0.70	3	0	0	3	4.28	0	0
922-02	North Jct Hwy 940 - Jct Hwy 916	61.2	21.7	0.48	1	0	0	1	2.06	0	0
	Subtotal - Hwy 922	92.2		1.18	4	0	0	4	6.35	0.00	0.00
924-01	Jct Hwy 55 - Dore Lake	63.9	67	1.57	3	1	0	4	2.55	1	0
925-01	Jct Hwy 155 - Dillon	58.8	177	3.79	7	1	2	10	2.64	1	2
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	119	0.97	4	1	0	5	5.16	1	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 925	**81.1**		**4.76**	**11**	**2**	**2**	**15**	**3.15**	**2**	**2**
926-01	Jct Hwy 120 - Jct Hwy 969	75.4	20	0.55	1	0	0	1	1.82	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.6	30	0.26	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	22.8	15	0.12	0	0	0	0	0.00	0	0
929-01	Hwy 916 - Smoothstone Lake	22.8	5.0	0.04	0	0	0	0	0.00	0	0
930-01	Hwy 926 - Hwy 963	0.0	0	0.00	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.3	5	0.02	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	40	0.12	0	0	0	0	0.00	0	0
937-01	Jct Hwy 939 - End	41.9	7	0.11	0	0	0	0	0.00	0	0
936-01	Hwy 2 - End	42.3	15.0	0.23	0	0	0	0	0.00	0	0
937-01	Hwy 939 - End	42.2	7.3	0.11	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	40.8	15	0.22	0	0	0	0	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.5	51	1.05	3	1	0	4	3.80	0	0
943-01	Hwy 942 - Jct Hwy 946	27.1	70	0.69	1	0	0	1	1.44	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.2	18	0.22	1	0	0	1	4.48	0	0
	Subtotal - Hwy 943	**61.3**		**0.9**	**2**	**0**	**0**	**2**	**5.93**	**0**	**0**
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	45	0.48	2	0	1	3	6.28	7	1
946-01	23.3 Km S of Jct Hwy 943	21.5	45	0.35	1	0	0	1	2.83	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.1	47	0.60	1	0	0	1	1.68	0	0
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	203	1.93	3	0	0	3	0.00	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.7	238	2.84	1	1	0	2	0.71	1	0
954-01	Jct Hwy 26 - End	13.2	135	0.65	0	0	0	0	0.00	0	0
955-04	La Loche - Cluft lake	244.9	80	7.16	16	1	1	18	2.51	3	1
956-01	Jct Hwy 155 - Alberta Border	53.5	29	0.56	4	0	0	4	7.13	0	0
959-01	Hwy 4 - Birch Lake	20.9	25	0.19	0	0	0	0	0.00	0	0
962-01	Eldorado - Uranium City	8.7	150	0.47	1	0	0	1	2.11	0	0
962-02	Uranium City - Bushell	10.6	100	0.39	0	0	0	0	0.00	0	0
	Subtotal - Hwy 962	**19.2**		**0.86**	**1**	**0**	**0**	**1**	**1.16**	**0**	**0**
963-01	Hwy 913 - End	17.4	5	0.03	0	0	0	0	0.00	0	0
963-02	End - Hwy 931	23.9	5	0.04	0	0	0	0	0.00	0	0

2011 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 963	**41.2**		**0.08**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
965-05	Jct Hwy 155 - Jct Hwy 903	44.0	200	3.22	5	2	2	9	2.80	9	4
967-01	Manitoba Border - Sturgeon Lake	0.8	20	0.01	0	0	0	0	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	260	1.42	2	0	0	2	1.41	0	0
969-02	Jct Hwy 930 - Jct Hwy 165	99.1	35	1.27	1	0	0	1	0.79	0	0
969-03	Jct Hwy 165 - End	100.2	35	1.28	1	0	0	1	0.00	0	0
	Subtotal - Hwy 969	**214.3**		**3.97**	**4**	**0**	**0**	**4**	**1.01**	**0**	**0**
970-01	Jct Hwy 926 - End	18.0	5	0.03	0	0	0	0	0.00	0	0
980-02	Woody Lake - Hwy 3	63.7	10	0.00	0	0	0	0	0.00	0	0
981-01	Jct Hwy 980 - End	26.5	15	0.00	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.7	26	0.26	1	0	0	1	3.89	1	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	29	0.32	0	1	0	1	3.11	0	0
	Subtotal - Hwy 982	**57.3**		**0.58**	**1**	**1**	**0**	**2**	**3.46**	**1**	**0**
983-02	Jct Hwy 982 - Jct Hwy 9	30.5	35	0.39	0	0	0	0	0.00	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	22.1	20	0.16	0	0	0	0	0.00	0	0
	Subtotal - Hwy 983	**52.6**		**0.55**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	13.8	24	0.12	0	0	0	0	0.00	0	0
994-01	Manitoba Border - Kinoosao	1.5	20	0.01	0	0	0	0	0.00	0	0
	Other*				461	9	0	470	0.00	2	0
GRAND TOTAL		**22,721**		**8,980**	**6,182**	**1,251**	**98**	**7,531**	**0.84**	**1,877**	**107**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

2011 Traffic Collision Statistics
Urban Communities with a Population of 5,000 or More

Table 11.2

		Collisions					Persons	
Community	Population	Property Damage	Personal Injury	Fatal	Total	Acc/ 100 pop	Injured	Killed
Saskatoon	232,780	6,832	1,311	8	8,151	3.50	1,601	8
Regina	204,120	4,160	1,112	2	5,274	2.58	1,387	2
Prince Albert	43,434	595	185	2	782	1.80	255	2
Moose Jaw	35,671	627	152	2	781	2.19	206	2
Yorkton	18,471	267	64	1	332	1.80	89	1
Swift Current	17,540	300	58	0	358	2.04	62	0
North Battleford	16,158	316	68	0	384	2.38	87	0
Estevan	12,335	268	56	0	324	2.63	71	0
Lloydminster SK	12,107	353	63	0	416	3.44	82	0
Weyburn	11,257	173	21	0	194	1.72	35	0
Martensville	7,589	50	8	0	58	0.76	12	0
Warman	7,396	25	4	0	29	0.39	4	0
Meadow Lake	7,166	102	8	0	110	1.54	9	0
Humboldt	6,526	48	12	0	60	0.92	15	0
Melfort	6,415	65	10	0	75	1.17	14	0
Nipawin	5,485	42	10	0	52	0.95	10	0
Kindersley	5,330	66	12	0	78	1.46	17	0
Melville	5,019	60	8	0	68	1.35	8	0
Total	**654,799**	**14,349**	**3,162**	**15**	**17,526**	2.68	**3,964**	**15**

Populations are based on Saskatchewan Health Services Plan statistics.

TAIS provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for some of the cities is provided below.

Estevan	Mr. Greg Wock	306-634-1823
Humboldt	Mr. Rod Halyk	306-682-2221
Lloydminster	Mr. Adam Homes	780-875-2302
Melfort	Mr. Gerald Gilmore	306-752-5911
Melville	Mr. Allan Callfas	306-728-6865
Moose Jaw	Mr. Ryan Johnson	306-694-4473
North Battleford	Mr. Stewart Shafer	306-445-1735
Prince Albert	Ms. Keri Sexsmith	306-953-4900
Regina	Mr. Joseph Otitoju	306-777-7749
Saskatoon	Ms. Shirley Matt	306-975-2642
Swift Current	Mr. Trevor Feicht	306-778-2777
Weyburn	Mr. Blaine Frank	306-848-3230
Yorkton	Mrs. Dawn Oehler	306-786-1737

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation department at 306-775-6668.

2011 Pedestrian Collisions
In Urban Communities with a Population of 5,000 or More

Table 11.3

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	122	2	124	132	2
Regina	94	1	95	100	1
Prince Albert	25	1	26	26	1
Moose Jaw	13	0	13	13	0
Yorkton	6	0	6	6	0
Swift Current	3	0	3	3	0
North Battleford	7	0	7	12	0
Estevan	2	0	2	2	0
Lloydminster SK	2	0	2	2	0
Weyburn	2	0	2	3	0
Martensville	0	0	0	0	0
Warman	0	0	0	0	0
Meadow Lake	0	0	0	0	0
Humboldt	1	0	1	1	0
Melfort	0	0	0	0	0
Nipawin	1	0	1	1	0
Kindersley	1	0	1	1	0
Melville	0	0	0	0	0
Total	**279**	**4**	**283**	**302**	**4**

2011 Bicycle Collisions
In Urban Communities with a Population of 5,000 or More

Table 11.4

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	16	63	1	80	63	1
Regina	6	49	0	55	50	0
Prince Albert	0	8	1	9	8	1
Moose Jaw	1	3	0	4	3	0
Yorkton	0	2	1	3	2	1
Swift Current	0	5	0	5	5	0
North Battleford	1	4	0	5	4	0
Estevan	0	1	0	1	1	0
Lloydminster SK	0	1	0	1	1	0
Weyburn	0	0	0	0	0	0
Martensville	0	0	0	0	0	0
Warman	0	0	0	0	0	0
Meadow Lake	0	0	0	0	0	0
Humboldt	0	2	0	2	2	0
Melfort	0	0	0	0	0	0
Nipawin	0	2	0	2	2	0
Kindersley	0	0	0	0	0	0
Melville	0	0	0	0	0	0
Total	**24**	**140**	**3**	**167**	**141**	**3**

2011 Alcohol-Involved Collisions
In Urban Communities with a Population of 5,000 or More

Table 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	229	50	0	279	70	0
Regina	223	78	0	301	104	0
Prince Albert	41	18	2	61	31	2
Moose Jaw	27	8	0	35	13	0
Yorkton	16	5	0	21	5	0
Swift Current	7	1	0	8	1	0
North Battleford	12	2	0	14	2	0
Estevan	9	4	0	13	5	0
Lloydminster SK	11	2	0	13	3	0
Weyburn	4	4	0	8	7	0
Martensville	1	0	0	1	0	0
Warman	0	0	0	0	0	0
Meadow Lake	4	0	0	4	0	0
Humboldt	1	0	0	1	0	0
Melfort	1	0	0	1	0	0
Nipawin	5	2	0	8	2	0
Kindersley	2	0	0	2	0	0
Melville	1	0	0	1	0	0
Total	**595**	**174**	**2**	**771**	**243**	**2**

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed in order of 2011 Collision Rate

Table 11.6

Saskatoon	Traffic Control	Collisions 2009	2010	2011	Collisions/ 10 mil veh*
51st St / Lenore & Wanuskewin / Warman	Traffic Signals	44	59	58	36.99
McKercher Dr & 8th St	Traffic Signals	35	33	44	25.95
22nd St & Diefenbaker Dr	Traffic Signals	35	44	29	25.01
Central Ave & Attridge Dr	Traffic Signals	36	38	42	24.70
51st St & Millar Ave	Traffic Signals	38	30	36	23.82
Circle Dr & Millar Ave	Traffic Signals	21	34	35	23.09
33rd St & Idylwyld Dr	Traffic Signals	46	38	39	19.99
Idylwyld Dr & 22nd St	Traffic Signals	48	41	43	19.15
Ave C & Circle Dr	Traffic Signals	47	44	43	18.30
51st St & Faithfull Ave	Traffic Signals	20	17	20	16.71
8th St & Clarence Ave	Traffic Signals	16	26	24	16.28
8th St & Preston Ave	Traffic Signals	36	47	31	16.11
College Dr & Preston Ave	Traffic Signals	46	28	30	15.23
20th St& Idylwyld Dr	Traffic Signals	32	25	22	13.46
8th St & Acadia Dr	Traffic Signals	33	30	23	12.13
Regina					
9th Ave N & McCarthy Blvd N	Traffic Signals	30	30	29	48.66
Albert St & Saskatchewan Dr	Traffic Signals	38	31	34	40.63
Pasqua St & Rochdale Blvd	Traffic Signals	31	20	28	39.74
Lewvan Dr & Dewdney Ave	Traffic Signals	24	30	35	31.99
Arcola Ave & Victoria Ave	Traffic Signals	34	18	22	31.40
Park St & Victoria Ave E	Traffic Signals	36	26	17	29.74
1st Ave N & Lewvan Dr	Traffic Signals	23	17	23	27.59
Arcola Ave / Saskatchewan Dr & Winnipeg St	Traffic Signals	15	19	17	26.85
Prince of Wales Dr & Victoria Ave	Traffic Signals	38	36	22	25.51
Victoria Ave & Winnipeg St	Traffic Signals	16	18	15	23.02
Albert St & Parliament Ave	Traffic Signals	21	21	13	18.50
Fleet St / University PK Dr & Victoria Ave	Traffic Signals	30	44	29	15.54
9th Ave N & Pasqua St / Ring Rd	Traffic Signals	25	25	19	15.38
4th Ave & Albert St	Traffic Signals	21	19	13	15.04
13th Ave & Albert St	Traffic Signals	18	13	12	14.46
Prince Albert					
6th Ave E & 15th St	Traffic Signals	15	18	21	17.95
2nd Ave W & 15th St	Traffic Signals	20	27	18	12.30
6th Ave E & 28th St	Traffic Signals	10	14	12	11.81
Central Ave & 28th St	Traffic Signals	6	7	7	10.56
2nd Ave W & Marquis Rd	Traffic Signals	14	13	12	9.86
2nd Ave W & 28th St	Traffic Signals	5	11	11	9.59
6th Ave E & 22nd St	Traffic Signals	9	5	7	7.63
Central Ave & 15th St	Traffic Signals	5	8	8	7.34
1st Ave E & 15th St	Traffic Signals	3	6	8	7.32
15th Ave E & 15th St	Traffic Signals	6	7	4	7.10
6th Ave W & 15th St	Traffic Signals	10	16	4	6.52
2nd Ave W & 22nd St	Traffic Signals	9	6	4	4.53
5th Ave E & 15th St	Traffic Signals	9	9	3	4.05
1st Ave W & 15th St	Traffic Signals	5	3	3	3.99
6th Ave E & Marquis Rd	Traffic Signals	11	3	3	2.98

* Collisions per 10 million vehicles travelling through the location

2011 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Abbey	307	0	0	0	0	0.00	0	0
Aberdeen	979	2	1	0	3	0.31	1	0
Abernathy	252	0	0	0	0	0.00	0	0
Air Ronge	1,066	1	1	0	2	0.19	1	0
Alameda	508	4	0	1	5	0.98	0	1
Alida	294	1	0	0	1	0.34	0	0
Allan	872	0	0	0	0	0.00	0	0
Annaheim	407	0	0	0	0	0.00	0	0
Arborfield	565	1	0	0	1	0.18	0	0
Archerwill	512	2	0	0	2	0.39	0	0
Arcola	637	5	2	0	7	1.10	3	0
Asquith	1,082	6	1	0	7	0.65	1	0
Assiniboia	3,032	30	3	0	33	1.09	4	0
Avonlea	595	1	0	0	1	0.17	0	0
Balcarres	817	3	0	0	3	0.37	0	0
Balgonie	2,223	12	1	0	13	0.58	1	0
Battleford	4,384	37	7	0	44	1.00	11	0
Beauval	917	2	3	0	5	0.55	4	0
Beechy	604	2	0	0	2	0.33	0	0
Bengough	642	0	0	0	0	0.00	0	0
Bethune	582	2	0	0	2	0.34	0	0
Bienfait	1,129	11	0	0	11	0.97	0	0
Big River	1,471	12	1	0	13	0.88	1	0
Biggar	3,018	17	3	0	20	0.66	3	0
Birch Hills	1,451	5	0	0	5	0.34	0	0
Bjorkdale	400	1	0	0	1	0.25	0	0
Blaine Lake	726	8	1	0	9	1.24	1	0
Borden	508	5	0	0	5	0.98	0	0
Bredenbury	507	4	0	0	4	0.79	0	0
Broadview	747	6	0	0	6	0.80	0	0
Bruno	736	4	0	0	4	0.54	0	0
Buchanan	344	0	0	0	0	0.00	0	0
Buena Vista	510	4	0	0	4	0.78	0	0
Buffalo Narrows	1,281	11	1	0	12	0.94	1	0
Burstall	377	2	1	0	3	0.80	1	0
Cabri	633	2	0	0	2	0.32	0	0
Candle Lake	667	7	0	0	7	1.05	0	0
Canoe Narrows	351	1	3	0	4	1.14	6	0
Canora	2,754	17	2	0	19	0.69	3	0
Canwood	628	2	0	0	2	0.32	0	0
Carievale	412	1	1	0	2	0.49	1	0
Carlyle	1,867	18	2	0	20	1.07	2	0
Carnduff	1,344	20	0	0	20	1.49	0	0
Caronport	1,211	5	0	0	5	0.41	0	0
Carrot River	1,738	4	0	0	4	0.23	0	0
Central Butte	650	1	0	0	1	0.15	0	0
Ceylon	290	0	0	0	0	0.00	0	0
Chaplin	368	5	0	0	5	1.36	0	0
Choiceland	624	1	1	0	2	0.32	1	0
Churchbridge	964	5	1	0	6	0.62	1	0
Clavet	900	5	0	0	5	0.56	0	0
Climax	271	0	0	0	0	0.00	0	0
Cochin	464	2	0	0	2	0.43	0	0

2011 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Codette	424	1	0	0	1	0.24	0	0
Coleville	377	2	0	0	2	0.53	0	0
Colonsay	655	2	1	0	3	0.46	3	0
Conquest	255	1	0	0	1	0.39	0	0
Consul	317	2	0	0	2	0.63	0	0
Coronach	891	6	0	0	6	0.67	0	0
Craik	637	7	0	0	7	1.10	0	0
Craven	886	1	1	0	2	0.23	2	0
Creighton	1,736	4	4	0	8	0.46	5	0
Cudworth	908	2	0	0	2	0.22	0	0
Cumberland House	858	2	1	0	3	0.35	1	0
Cupar	847	2	0	0	2	0.24	0	0
Cut Knife	913	2	1	0	3	0.33	1	0
Dalmeny	2,069	3	0	0	3	0.14	0	0
Davidson	1,440	13	0	0	13	0.90	0	0
Debden	741	2	0	0	2	0.27	0	0
Delisle	1,546	6	1	0	7	0.45	1	0
Denare Beach	730	2	0	0	2	0.27	0	0
Denzil	254	0	0	0	0	0.00	0	0
Dinsmore	547	2	0	0	2	0.37	0	0
Dodsland	347	2	0	0	2	0.58	0	0
Dorintosh	366	0	0	0	0	0.00	0	0
Drake	369	0	0	0	0	0.00	0	0
Duck Lake	505	2	1	0	3	0.59	1	0
Dundurn	1,454	2	0	0	2	0.14	0	0
Dysart	345	0	0	0	0	0.00	0	0
Earl Grey	449	2	0	0	2	0.45	0	0
Eastend	862	4	0	0	4	0.46	0	0
Eatonia	808	1	0	0	1	0.12	0	0
Edam	695	0	0	0	0	0.00	0	0
Edenwold	344	1	0	0	1	0.29	0	0
Elbow	419	3	0	0	3	0.72	1	0
Elrose	766	3	1	0	4	0.52	0	0
Endeavour	315	0	0	0	0	0.00	0	0
Englefeld	383	1	0	0	1	0.26	0	0
Esterhazy	3,073	25	1	0	26	0.85	1	0
Eston	1,310	3	2	0	5	0.38	3	0
Fillmore	379	1	0	0	1	0.26	0	0
Foam Lake	1,548	3	0	0	3	0.19	0	0
Fort Qu'Appelle	2,703	23	1	0	24	0.89	1	0
Fox Valley	580	0	0	0	0	0.00	0	0
Francis	318	1	0	0	1	0.31	0	0
Frontier	628	0	0	0	0	0.00	0	0
Gainsborough	376	4	0	0	4	1.06	0	0
Glaslyn	515	3	2	0	5	0.97	2	0
Glenavon	329	2	0	0	2	0.61	0	0
Goodsoil	684	2	2	0	4	0.58	2	0
Govan	317	1	0	0	1	0.32	0	0
Gravelbourg	1,543	12	0	0	12	0.78	0	0
Grayson	330	4	0	0	4	1.21	0	0
Green Lake	540	13	1	0	14	2.59	0	0
Grenfell	1,480	14	1	0	15	1.01	2	0
Gull Lake	1,379	0	0	0	0	0.00	2	0

2011 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Hafford	698	0	0	0	0	0.00	0	0
Hague	1,693	5	0	0	5	0.30	0	0
Hanley	782	1	0	0	1	0.13	0	0
Harris	283	2	0	0	2	0.71	0	0
Hepburn	864	1	1	0	2	0.23	1	0
Herbert	888	0	3	0	3	0.34	5	0
Hodgeville	425	1	0	0	1	0.24	0	0
Hudson Bay	2,525	11	2	0	13	0.51	2	0
Hyas	272	0	0	0	0	0.00	0	0
Ile-a-la-Crosse	1,385	9	3	0	12	0.87	3	0
Imperial	434	1	0	0	1	0.23	0	0
Indian Head	2,140	16	4	0	20	0.93	4	0
Invermay	416	2	0	0	2	0.48	0	0
Ituna	971	7	0	0	7	0.72	0	0
Kamsack	2,318	11	0	0	11	0.47	0	0
Kelliher	442	1	0	0	1	0.23	0	0
Kelvington	1,216	2	4	0	6	0.49	5	0
Kenaston	647	3	1	0	4	0.62	1	0
Kennedy	323	0	1	0	1	0.31	1	0
Kenosee Lake	334	2	0	0	2	0.60	0	0
Kerrobert	1,316	18	3	0	21	1.60	4	0
Kinistino	788	3	0	0	3	0.38	0	0
Kipling	1,339	7	0	0	7	0.52	0	0
Kyle	815	3	0	0	3	0.37	0	0
La Loche	2,512	16	1	0	17	0.68	2	0
La Ronge	3,118	20	2	0	22	0.71	2	0
Lafleche	633	3	0	0	3	0.47	0	0
Laird	365	0	0	0	0	0.00	0	0
Lake Lenore	486	1	0	0	1	0.21	0	0
Lampman	925	7	0	0	7	0.76	0	0
Langenburg	1,422	8	0	0	8	0.56	0	0
Langham	1,678	4	1	0	5	0.30	1	0
Lanigan	1,609	17	0	0	17	1.06	0	0
Lashburn	1,242	9	0	0	9	0.72	0	0
Leader	1,118	6	1	0	7	0.63	1	0
Leask	656	1	0	0	1	0.15	0	0
Lebret	356	3	1	0	4	1.12	1	0
Lemberg	338	2	0	0	2	0.59	0	0
Leoville	586	1	0	0	1	0.17	0	0
Leroy	587	1	0	0	1	0.17	0	0
Limerick	255	0	0	0	0	0.00	0	0
Lipton	447	2	0	0	2	0.45	0	0
Loon Lake	600	5	0	0	5	0.83	3	0
Lucky Lake	505	0	0	0	0	0.00	0	0
Lumsden	2,317	18	2	0	20	0.86	3	0
Luseland	797	3	0	0	3	0.38	1	0
Macklin	1,818	6	3	0	9	0.50	0	0
Macoun	330	1	1	0	2	0.61	0	0
Macrorie	281	2	0	0	2	0.71	0	0
Maidstone	1,554	14	0	0	14	0.90	0	0
Makwa	255	1	0	0	1	0.39	0	0
Mankota	367	1	0	0	1	0.27	0	0
Manor	421	3	0	0	3	0.71	0	0

2011 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Maple Creek	3,275	21	4	0	25	0.76	4	0
Marcelin	307	2	0	0	2	0.65	0	0
Marsden	424	0	0	0	0	0.00	0	0
Marshall	752	1	0	0	1	0.13	0	0
Maryfield	418	3	0	0	3	0.72	0	0
Mclean	399	0	0	0	0	0.00	0	0
Meath Park	466	0	0	0	0	0.00	0	0
Medstead	339	1	0	0	1	0.29	0	0
Meota	611	0	0	0	0	0.00	0	0
Mervin	255	0	0	0	0	0.00	0	0
Midale	837	4	0	0	4	0.48	0	0
Middle Lake	483	2	0	0	2	0.41	0	0
Milden	370	0	0	0	0	0.00	0	0
Milestone	848	4	0	0	4	0.47	0	0
Montmartre	671	3	1	0	4	0.60	1	0
Moosomin	2,891	28	3	0	31	1.07	3	0
Morse	424	2	0	0	2	0.47	0	0
Mortlach	412	1	0	0	1	0.24	0	0
Mossbank	532	3	0	0	3	0.56	0	0
Muenster	593	3	1	0	4	0.67	1	0
Naicam	941	4	0	0	4	0.43	0	0
Neilburg	683	1	0	0	1	0.15	0	0
Neudorf	327	0	0	0	0	0.00	0	0
Nokomis	458	4	0	0	4	0.87	0	0
Norquay	840	2	0	0	2	0.24	0	0
Odessa	351	1	0	0	1	0.28	0	0
Ogema	530	1	0	0	1	0.19	0	0
Osler	1,697	4	1	0	5	0.29	1	0
Outlook	2,801	21	2	0	23	0.82	2	0
Oxbow	1,624	8	1	0	9	0.55	1	0
Paddockwood	272	1	0	0	1	0.37	0	0
Pangman	353	2	0	0	2	0.57	0	0
Paradise Hill	885	6	2	0	8	0.90	0	0
Paynton	283	1	1	0	2	0.71	4	0
Pelican Narrows	330	2	1	0	3	0.91	2	0
Pelly	444	0	0	0	0	0.00	1	0
Pense	676	3	0	0	3	0.44	0	0
Perdue	551	3	0	0	3	0.54	0	0
Pierceland	1,048	5	1	0	6	0.57	4	0
Pilot Butte	2,279	14	1	0	15	0.66	1	0
Pinehouse	977	0	0	0	0	0.00	0	0
Ponteix	862	1	1	0	2	0.23	1	0
Porcupine Plain	1,443	5	0	0	5	0.35	0	0
Preeceville	1,524	5	2	0	7	0.46	2	0
Prud'Homme	350	1	0	0	1	0.29	0	0
Punnichy	251	3	1	0	4	1.59	2	0
Qu'Appelle	784	3	0	0	3	0.38	0	0
Quill Lake	775	3	0	0	3	0.39	0	0
Radisson	679	5	1	0	6	0.88	2	0
Radville	1,088	4	2	0	6	0.55	4	0
Raymore	782	7	0	0	7	0.90	0	0
Redvers	1,346	11	1	0	12	0.89	1	0
Regina Beach	1,305	8	0	0	8	0.61	0	0

2011 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Rhein	272	0	0	0	0	0.00	0	0
Rocanville	1,250	11	0	0	11	0.88	0	0
Rockglen	528	0	1	0	1	0.19	1	0
Rose Valley	588	0	0	0	0	0.00	0	0
Rosetown	3,175	22	2	0	24	0.76	2	0
Rosthern	1,954	8	3	0	11	0.56	3	0
Rouleau	557	1	0	0	1	0.18	0	0
Saltcoats	824	1	0	0	1	0.12	0	0
Sandy Bay	681	2	1	0	3	0.44	1	0
Sedley	429	4	1	0	5	1.17	1	0
Semans	291	1	0	0	1	0.34	0	0
Shaunavon	2,401	15	3	0	18	0.75	6	0
Sheho	252	1	0	0	1	0.40	0	0
Shell Lake	559	3	1	0	4	0.72	1	0
Shellbrook	1,909	18	2	0	20	1.05	2	0
Silton	576	0	0	0	0	0.00	0	0
Smeaton	320	1	0	0	1	0.31	0	0
Southey	1,164	5	2	0	7	0.60	2	0
Spalding	390	0	0	0	0	0.00	0	0
Spiritwood	1,463	11	1	0	12	0.82	1	0
Springside	687	1	0	0	1	0.15	0	0
Spy Hill	266	0	0	0	0	0.00	0	0
St. Brieux	767	0	0	0	0	0.00	0	0
St. Gregor	252	0	0	0	0	0.00	0	0
St. Louis	624	0	0	0	0	0.00	0	0
St. Walburg	1,148	0	0	0	0	0.00	0	0
Star City	684	2	1	0	3	0.44	2	0
Stockholm	480	3	0	0	3	0.63	0	0
Stoughton	740	8	1	0	9	1.22	1	0
Strasbourg	979	6	0	0	6	0.61	0	0
Sturgis	861	3	0	0	3	0.35	0	0
Theodore	549	1	0	0	1	0.18	0	0
Tisdale	4,106	35	8	0	43	1.05	10	0
Tompkins	271	2	0	0	2	0.74	0	0
Torquay	324	0	0	0	0	0.00	0	0
Turnor Lake	250	0	0	0	0	0.00	0	0
Turtleford	893	7	0	0	7	0.78	0	0
Unity	3,003	18	1	0	19	0.63	1	0
Vanguard	287	0	0	0	0	0.00	0	0
Vanscoy	894	2	1	0	3	0.34	1	0
Vibank	591	1	0	0	1	0.17	0	0
Viscount	313	2	0	0	2	0.64	0	0
Vonda	478	0	0	0	0	0.00	0	0
Wadena	1,597	11	1	0	12	0.75	3	0
Wakaw	1,312	2	0	0	2	0.15	0	0
Waldeck	373	1	0	0	1	0.27	0	0
Waldheim	1,246	4	0	0	4	0.32	0	0
Wapella	501	5	0	0	5	1.00	0	0
Watrous	2,163	18	0	1	19	0.88	0	0
Watson	1,020	4	0	0	4	0.39	0	0
Wawota	731	2	0	0	2	0.27	0	0
White City	2,854	13	4	0	17	0.60	6	0
White Fox	657	2	0	0	2	0.30	0	0

2011 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Whitewood	1,243	13	5	0	18	1.45	9	0
Wilcox	391	0	1	0	1	0.26	1	0
Wilkie	1,520	10	2	0	12	0.79	2	0
Willow Bunch	414	1	0	0	1	0.24	0	0
Windthorst	336	0	0	0	0	0.00	0	0
Wolseley	1,085	5	1	0	6	0.55	2	0
Wynyard	2,054	16	1	0	17	0.83	1	0
Yellow Grass	536	1	1	0	2	0.37	1	0
Young	429	0	0	0	0	0.00	0	0
Zenon Park	286	0	0	0	0	0.00	0	0
Totals	**249,624**	**1,272**	**163**	**2**	**1,437**	**0.58**	**212**	**1**

Populations are based on Saskatchewan Health Services Plan statistics.

Summary of Urban Collisions

Communities under 250	23,287	79	2	0	81	0.35		1
Communities 250 to 5,000	249,624	1,272	163	2	1,437	0.58	212	1
Communities over 5,000	654,799	14,349	3,162	15	17,526	2.68	3,964	15
Total - All Communities	**927,710**	**15,700**	**3,327**	**17**	**19,044**	**2.05**	**4,176**	**17**

2011 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Killed
001	Argyle	108	4.48	8	0	0	8	1.79	7.41	0	0
002	Mount Pleasant	166	7.54	3	1	0	4	0.53	2.41	1	0
003	Enniskillen	169	7.25	14	0	0	14	1.93	8.28	0	0
004	Coalfields	162	6.87	12	2	0	14	2.04	8.64	3	0
005	Estevan	462	8.31	12	3	0	15	1.80	3.25	4	0
006	Cambria	158	3.87	3	0	0	3	0.78	1.90	0	0
007	Souris Valley	262	3.84	6	1	0	7	1.82	2.67	1	0
008	Lake Alma	237	3.22	8	0	0	8	2.48	3.38	0	0
009	Surprise Valley	21	2.32	0	0	0	0	0.00	0.00	0	0
010	Happy Valley	148	1.05	1	0	0	1	0.96	0.68	0	0
011	Hart Butte	66	7.01	5	2	0	7	1.00	10.61	2	0
012	Poplar Valley	262	3.10	1	2	0	3	0.97	1.15	4	0
017	Val Marie	436	5.04	1	1	0	2	0.40	0.46	7	0
018	Lone Tree	63	2.31	0	0	0	0	0.00	0.00	0	0
019	Frontier	127	4.07	4	1	0	5	1.23	3.94	1	0
031	Storthoaks	209	5.03	6	0	0	6	1.19	2.87	0	0
032	Reciprocity	130	10.62	9	2	0	11	1.04	8.46	3	0
033	Moose Creek	117	8.57	5	0	0	5	0.58	4.27	0	0
034	Browning	219	14.08	4	1	1	6	0.43	2.74	1	3
035	Benson	322	7.01	11	1	0	12	1.71	3.73	1	0
036	Cymri	166	14.46	18	1	0	19	1.31	11.45	1	0
037	Lomond	256	9.38	3	1	0	4	0.43	1.56	2	0
038	Laurier	131	5.70	5	3	0	8	1.40	6.11	3	0
039	The Gap	37	3.46	2	1	0	3	0.87	8.11	1	0
040	Bengough	73	6.13	4	0	0	4	0.65	5.48	0	0
042	Willow Bunch	287	5.65	1	3	0	4	0.71	1.39	3	0
043	Old Post	149	5.64	5	0	0	5	0.89	3.36	0	0
044	Waverley	171	4.29	6	0	0	6	1.40	3.51	0	0
045	Mankota	314	4.62	1	0	0	1	0.22	0.32	0	0
046	Glen McPherson	22	1.84	0	1	0	1	0.54	4.55	1	0
049	White Valley	200	11.57	10	3	0	13	1.12	6.50	3	0
051	Reno	182	5.52	3	0	0	3	0.54	1.65	0	0
061	Antler	199	8.21	10	3	0	13	1.58	6.53	7	0
063	Moose Mountain	211	7.32	7	0	0	7	0.96	3.32	0	0
064	Brock	251	9.07	7	3	0	10	1.10	3.98	4	0
065	Tecumseh	272	8.28	9	1	0	10	1.21	3.68	2	0
066	Griffin	278	9.82	5	4	0	9	0.92	3.24	4	0
067	Weyburn	439	8.80	7	2	0	9	1.02	2.05	2	0
068	Brokenshell	168	3.82	1	1	0	2	0.52	1.19	1	0
069	Norton	102	4.13	1	0	0	1	0.24	0.98	0	0
070	Key West	151	5.27	2	1	0	3	0.57	1.99	2	0
071	Excel	431	6.14	2	1	0	3	0.49	0.70	1	0
072	Lake of The Rivers	122	6.42	3	2	0	5	0.78	4.10	3	0
073	Stonehenge	204	5.99	2	0	0	2	0.33	0.98	0	0
074	Wood River	120	5.07	2	0	0	2	0.39	1.67	0	0
075	Pinto Creek	144	4.53	4	0	0	4	0.88	2.78	0	0
076	Auvergne	187	4.85	8	1	0	9	1.86	4.81	1	0
077	Wise Creek	204	2.85	0	1	0	1	0.35	0.49	1	0

2011 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
078	Grassy Creek	91	3.78	4	0	0	4	1.06	4.40	0	0
079	Arlington	136	6.35	3	1	0	4	0.63	2.94	1	0
091	Maryfield	280	5.21	9	0	0	9	1.73	3.21	0	0
092	Walpole	315	6.37	9	0	0	9	1.41	2.86	0	0
093	Wawken	169	5.82	2	2	0	4	0.69	2.37	3	0
094	Hazelwood	111	7.67	8	3	0	11	1.43	9.91	5	0
095	Golden West	308	6.92	6	1	0	7	1.01	2.27	1	0
096	Fillmore	86	6.68	0	1	0	1	0.15	1.16	1	0
097	Wellington	195	4.06	4	0	0	4	0.99	2.05	0	0
098	Scott	84	4.96	0	2	0	2	0.40	2.38	3	0
099	Caledonia	142	4.02	1	1	0	2	0.50	1.41	1	0
100	Elmsthorpe	117	4.58	2	1	0	3	0.66	2.56	1	0
101	Terrell	191	3.83	3	0	0	3	0.78	1.57	0	0
102	Lake Johnston	67	3.32	0	0	0	0	0.00	0.00	0	0
103	Sutton	136	5.52	3	1	0	4	0.72	2.94	3	0
104	Gravelbourg	131	4.43	1	1	0	2	0.45	1.53	1	0
105	Glen Bain	248	3.33	3	0	0	3	0.90	1.21	0	0
106	Whiska Creek	236	3.87	5	2	0	7	1.81	2.97	5	0
107	Lac Pelletier	310	3.78	1	0	0	1	0.26	0.32	0	0
108	Bone Creek	144	5.59	1	1	0	2	0.36	1.39	1	0
109	Carmichael	446	5.38	4	3	0	7	1.30	1.57	4	0
110	Piapot	221	7.32	7	1	0	8	1.09	3.62	1	0
111	Maple Creek	410	10.89	9	1	0	10	0.92	2.44	1	0
121	Moosomin	190	6.29	4	2	0	6	0.95	3.16	3	0
122	Martin	136	7.36	6	1	0	7	0.95	5.15	1	0
123	Silverwood	379	7.24	4	2	0	6	0.83	1.58	5	0
124	Kingsley	171	9.33	7	2	0	9	0.96	5.26	2	0
125	Chester	187	6.63	7	2	0	9	1.36	4.81	2	0
126	Montmartre	229	8.46	5	2	0	7	0.83	3.06	4	0
127	Francis	361	7.90	9	0	0	9	1.14	2.49	0	0
128	Lajord	977	6.46	4	2	0	6	0.93	0.61	3	0
129	Bratt's Lake	123	6.38	3	2	0	5	0.78	4.07	2	0
130	Redburn	111	5.59	9	0	1	10	1.79	9.01	2	1
131	Baildon	185	6.17	1	0	0	1	0.16	0.54	0	0
132	Hillsborough	34	0.91	0	0	0	0	0.00	0.00	0	0
133	Rodgers	46	2.38	0	0	0	0	0.00	0.00	0	0
134	Shamrock	67	3.15	2	0	0	2	0.63	2.99	0	0
135	Lawtonia	116	3.89	3	0	0	3	0.77	2.59	0	0
136	Coulee	348	4.09	6	1	0	7	1.71	2.01	1	0
137	Swift Current	1,145	7.89	11	0	0	11	1.39	0.96	0	0
138	Webb	383	6.76	3	0	1	4	0.59	1.04	3	1
139	Gull Lake	70	3.92	3	0	0	3	0.76	4.29	0	0
141	Big Stick	64	3.59	1	0	0	1	0.28	1.56	0	0
142	Enterprise	79	6.73	5	1	0	6	0.89	7.59	3	0
151	Rocanville	287	6.85	12	0	0	12	1.75	4.18	0	0
152	Spy Hill	127	5.26	7	2	0	9	1.71	7.09	2	0
153	Willowdale	129	5.10	3	0	0	3	0.59	2.33	0	0
154	Elcapo	156	9.81	6	1	0	7	0.71	4.49	1	0

2011 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
155	Wolseley	199	8.24	5	1	0	6	0.73	3.02	2	0
156	Indian Head	155	8.39	14	1	0	15	1.79	9.68	2	0
157	South Qu'Appelle	796	7.05	9	1	0	10	1.42	1.26	2	0
158	Edenwold	2,688	16.24	27	8	0	35	2.15	1.30	9	0
159	Sherwood	343	27.50	43	13	2	58	2.11	16.91	16	2
160	Pense	276	10.22	8	1	0	9	0.88	3.26	1	0
161	Moose Jaw	362	7.62	6	3	0	9	1.18	2.49	3	0
162	Caron	386	3.86	1	3	0	4	1.04	1.04	6	0
163	Wheatlands	117	3.59	5	2	0	7	1.95	5.98	2	0
164	Chaplin	47	2.56	1	0	0	1	0.39	2.13	0	0
165	Morse	183	8.87	3	1	0	4	0.45	2.19	4	0
166	Excelsior	662	9.14	5	0	0	5	0.55	0.76	0	0
167	Saskatchewan Landing	185	5.58	2	0	0	2	0.36	1.08	0	0
168	Riverside	386	10.33	9	3	0	12	1.16	3.11	6	0
169	Pittville	63	4.70	4	0	0	4	0.85	6.35	0	0
171	Fox Valley	102	4.79	2	0	0	2	0.42	1.96	0	0
181	Langenburg	516	7.74	8	3	1	12	1.55	2.33	4	1
183	Fertile Belt	314	9.98	17	3	1	21	2.10	6.69	3	1
184	Grayson	182	6.54	10	2	0	12	1.84	6.59	4	0
185	McLeod	426	7.81	4	1	0	5	0.64	1.17	1	0
186	Abernethy	151	6.73	2	1	0	3	0.45	1.99	1	0
187	North Qu'Appelle	172	7.80	6	5	1	12	1.54	6.98	14	1
189	Lumsden	768	14.28	17	3	0	20	1.40	2.60	3	0
190	Dufferin	163	6.60	4	4	1	9	1.36	5.52	4	1
191	Marquis	117	4.29	3	2	0	5	1.17	4.27	3	0
193	Eyebrow	90	4.44	2	0	0	2	0.45	2.22	0	0
194	Enfield	118	4.89	6	0	0	6	1.23	5.08	0	0
211	Churchbridge	235	7.15	12	0	0	12	1.68	5.11	0	0
213	Saltcoats	287	7.75	5	5	0	10	1.29	3.48	5	0
214	Cana	748	5.68	5	2	0	7	1.23	0.94	4	0
215	Stanley	196	6.91	3	1	0	4	0.58	2.04	1	0
216	Tullymet	250	3.72	2	0	0	2	0.54	0.80	0	0
217	Lipton	164	6.28	5	1	0	6	0.96	3.66	1	0
218	Cupar	214	7.91	9	3	0	12	1.52	5.61	4	0
219	Longlaketon	352	10.28	8	1	0	9	0.88	2.56	2	0
220	McKillop	319	6.76	5	1	0	6	0.89	1.88	1	0
221	Sarnia	231	7.25	1	2	0	3	0.41	1.30	2	0
222	Craik	82	6.16	4	2	0	6	0.97	7.32	3	0
223	Huron	49	3.18	1	1	0	2	0.63	4.08	1	0
224	Maple Bush	66	4.33	2	2	0	4	0.92	6.06	2	0
225	Canaan	40	3.24	4	0	0	4	1.24	10.00	0	0
226	Victory	146	4.62	3	0	0	3	0.65	2.05	0	0
228	Lacadena	322	9.26	8	1	0	9	0.97	2.80	3	0
229	Miry Creek	98	9.18	5	1	0	6	0.65	6.12	1	0
230	Clinworth	107	5.81	3	0	0	3	0.52	2.80	0	0
231	Happyland	168	7.78	2	1	0	3	0.39	1.79	1	0
232	Deer Forks	63	3.12	0	1	0	1	0.32	1.59	3	0
241	Calder	96	4.31	2	1	0	3	0.70	3.13	1	0

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Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
243	Wallace	460	7.61	9	0	0	9	1.18	1.96	0	0
244	Orkney	649	8.92	10	3	0	13	1.46	2.00	3	0
245	Garry	133	5.75	5	0	0	5	0.87	3.76	0	0
246	Ituna Bon Accord	126	5.46	4	1	0	5	0.92	3.97	1	0
247	Kellross	166	7.02	4	1	0	5	0.71	3.01	1	0
248	Touchwood	125	6.02	4	3	0	7	1.16	5.60	6	0
250	Last Mountain Valley	100	6.29	2	1	0	3	0.48	3.00	1	0
251	Big Arm	106	4.85	3	0	0	3	0.62	2.83	0	0
252	Arm River	102	6.32	2	1	0	3	0.47	2.94	1	0
253	Willner	71	5.09	2	0	0	2	0.39	2.82	0	0
254	Loreburn	133	5.14	4	1	0	5	0.97	3.76	2	0
255	Coteau	274	5.83	3	0	0	3	0.51	1.09	0	0
256	King George	73	3.16	3	0	0	3	0.95	4.11	0	0
257	Monet	134	7.68	9	4	0	13	1.69	9.70	5	0
259	Snipe Lake	206	7.96	3	4	0	7	0.88	3.40	4	0
260	Newcombe	115	5.33	5	1	0	6	1.13	5.22	1	0
261	Chesterfield	219	7.98	4	0	0	4	0.50	1.83	0	0
271	Cote	146	4.36	2	0	0	2	0.46	1.37	0	0
273	Sliding Hills	523	6.62	2	1	0	3	0.45	0.57	1	0
274	Good Lake	425	7.06	6	1	0	7	0.99	1.65	1	0
275	Insinger	147	6.09	4	1	0	5	0.82	3.40	1	0
276	Foam Lake	261	10.48	6	1	0	7	0.67	2.68	1	0
277	Emerald	454	6.90	8	0	0	8	1.16	1.76	0	0
279	Mount Hope	349	13.55	7	3	0	10	0.74	2.87	11	0
280	Wreford	185	3.98	3	0	0	3	0.75	1.62	0	0
281	Wood Creek	252	3.89	1	0	0	1	0.26	0.40	0	0
282	McCraney	96	5.26	2	0	0	2	0.38	2.08	0	0
283	Rosedale	153	6.43	8	1	0	9	1.40	5.88	1	0
284	Rudy	181	5.53	1	0	0	1	0.18	0.55	0	0
285	Fertile Valley	173	5.66	9	1	0	10	1.77	5.78	2	0
286	Milden	85	4.36	1	2	0	3	0.69	3.53	3	0
287	St. Andrews	214	7.87	6	4	0	10	1.27	4.67	6	0
288	Pleasant Valley	262	4.15	3	0	0	3	0.72	1.15	0	0
290	Kindersley	440	13.33	10	9	0	19	1.43	4.32	10	0
292	Milton	230	4.05	3	1	0	4	0.99	1.74	1	0
301	St. Philips	86	3.65	2	0	0	2	0.55	2.33	0	0
303	Keys	117	4.88	4	0	0	4	0.82	3.42	0	0
304	Buchanan	124	5.16	4	1	0	5	0.97	4.03	2	0
305	Inveay	637	5.67	4	2	0	6	1.06	0.94	2	0
307	Elfros	433	6.07	6	3	0	9	1.48	2.08	6	0
308	Big Quill	474	8.88	9	2	0	11	1.24	2.32	2	0
309	Prairie Rose	122	5.67	2	0	0	2	0.35	1.64	0	0
310	Usborne	389	10.77	8	3	0	11	1.02	2.83	3	0
312	Morris	153	8.43	5	2	0	7	0.83	4.58	4	0
313	Lost River	73	4.67	6	5	0	11	2.36	15.07	5	0
314	Dundurn	402	5.71	8	7	0	15	2.63	3.73	9	0
315	Montrose	282	5.76	2	0	0	2	0.35	0.71	0	0

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316	Harris	190	5.00	3	1	1	5	1.00	2.63	3	1
317	Marriott	92	5.11	3	1	0	4	0.78	4.35	1	0
318	Mountain View	143	5.51	1	1	0	2	0.36	1.40	1	0
319	Winslow	103	6.87	5	0	0	5	0.73	4.85	0	0
320	Oakdale	83	8.70	7	0	0	7	0.80	8.43	0	0
321	Prairiedale	53	6.03	1	3	0	4	0.66	7.55	5	0
322	Antelope Park	145	3.41	1	0	0	1	0.29	0.69	0	0
331	Livingston	207	7.05	6	0	0	6	0.85	2.90	0	0
333	Clayton	266	8.90	7	1	0	8	0.90	3.01	1	0
334	Preeceville	315	10.02	11	3	0	14	1.40	4.44	3	0
335	Hazel Dell	544	7.21	4	0	0	4	0.55	0.74	0	0
336	Sasman	688	10.12	5	2	0	7	0.69	1.02	2	0
337	Lakeview	221	6.56	4	1	0	5	0.76	2.26	2	0
338	Lakeside	128	5.91	6	3	0	9	1.52	7.03	3	0
339	LeRoy	160	10.65	5	1	0	6	0.56	3.75	3	0
340	Wolverine	387	6.52	5	0	0	5	0.77	1.29	0	0
341	Viscount	310	6.57	3	1	0	4	0.61	1.29	1	0
342	Colonsay	93	4.01	2	0	0	2	0.50	2.15	0	0
343	Blucher	385	9.39	13	2	0	15	1.60	3.90	2	0
344	Corman Park	3,800	75.25	93	30	0	123	1.63	3.24	47	0
345	Vanscoy	1,544	15.09	28	2	0	30	1.99	1.94	2	0
346	Perdue	377	5.88	3	0	1	4	0.68	1.06	0	1
347	Biggar	208	7.07	8	0	0	8	1.13	3.85	0	0
349	Grandview	147	4.31	3	0	0	3	0.70	2.04	0	0
350	Mariposa	68	3.33	2	1	1	4	1.20	5.88	1	1
351	Progress	111	8.20	5	3	0	8	0.98	7.21	3	0
352	Heart's Hill	167	7.07	3	1	0	4	0.57	2.40	2	0
366	Kelvington	156	7.25	9	5	0	14	1.93	8.97	10	0
367	Ponass Lake	155	8.34	5	0	0	5	0.60	3.23	0	0
368	Spalding	167	9.21	7	2	0	9	0.98	5.39	3	0
369	St. Peter	253	10.97	5	3	0	8	0.73	3.16	3	0
370	Humboldt	325	8.78	9	1	0	10	1.14	3.08	1	0
371	Bayne	403	6.65	2	0	0	2	0.30	0.50	0	0
372	Grant	250	5.84	5	1	0	6	1.03	2.40	2	0
373	Aberdeen	289	7.78	7	1	0	8	1.03	2.77	3	0
376	Eagle Creek	353	5.58	3	2	0	5	0.90	1.42	2	0
377	Glenside	249	4.39	3	1	0	4	0.91	1.61	1	0
378	Rosemount	301	2.77	3	0	0	3	1.08	1.00	0	0
379	Reford	230	5.04	5	1	0	6	1.19	2.61	1	0
380	Tramping Lake	82	3.51	2	0	0	2	0.57	2.44	0	0
381	Grass Lake	309	6.21	2	1	0	3	0.48	0.97	1	0
382	Eye Hill	224	8.85	10	1	0	11	1.24	4.91	1	0
394	Hudson Bay	363	5.71	5	0	0	5	0.88	1.38	0	0
395	Porcupine	352	10.94	13	6	0	19	1.74	5.40	8	0
397	Barrier Valley	146	4.49	6	1	0	7	1.56	4.79	1	0
398	Pleasantdale	433	7.27	8	3	0	11	1.51	2.54	3	0
399	Lake Lenore	385	7.66	6	0	0	6	0.78	1.56	0	0
400	Three Lakes	153	8.54	9	2	0	11	1.29	7.19	2	0

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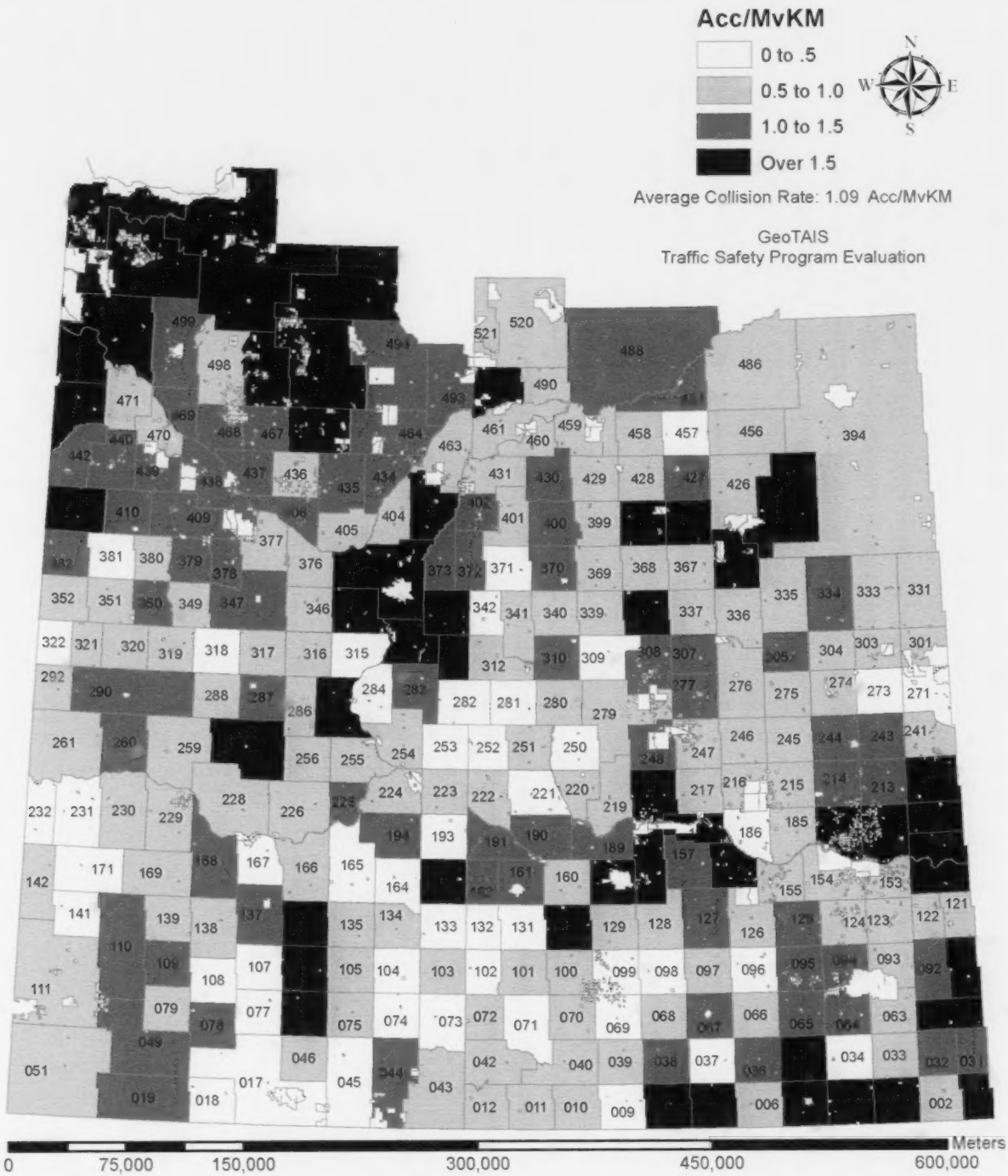
401	Hoodoo	450	9.39	5	3	0	8	0.85	1.78	4	0
402	Fish Creek	95	5.26	5	1	0	6	1.14	6.32	1	0
403	Rosthern	603	11.98	13	5	0	18	1.50	2.99	10	0
404	Laird	742	8.54	5	0	0	5	0.59	0.67	0	0
405	Great Bend	161	6.33	4	1	0	5	0.79	3.11	2	0
406	Mayfield	330	3.72	5	0	0	5	1.34	1.52	0	0
409	Buffalo	321	8.51	11	1	0	12	1.41	3.74	3	0
410	Round Valley	122	4.49	4	1	0	5	1.11	4.10	1	0
411	Senlac	91	3.95	9	0	0	9	2.28	9.89	0	0
426	Bjorkdale	359	9.51	4	2	0	6	0.63	1.67	2	0
427	Tisdale	474	9.97	8	4	0	12	1.20	2.53	7	0
428	Star City	326	10.84	6	2	0	8	0.74	2.45	4	0
429	Flett's Springs	310	9.57	5	2	0	7	0.73	2.26	2	0
430	Invergordon	625	5.88	5	1	0	6	1.02	0.96	1	0
431	St. Louis	992	8.07	4	1	0	5	0.62	0.50	1	0
434	Blaine Lake	100	5.23	5	1	0	6	1.15	6.00	1	0
435	Redberry	98	7.19	6	1	1	8	1.11	8.16	2	1
436	Douglas	111	5.80	3	0	0	3	0.52	2.70	0	0
437	North Battleford	258	5.96	7	1	0	8	1.34	3.10	1	0
438	Battle River	596	7.05	10	0	0	10	1.42	1.68	0	0
439	Cut Knife	254	7.72	7	3	0	10	1.29	3.94	4	0
440	Hillsdale	313	9.23	5	4	1	10	1.08	3.19	4	1
442	Manitou Lake	277	8.50	9	2	0	11	1.29	3.97	3	0
456	Arborfield	110	5.76	5	0	0	5	0.87	4.55	0	0
457	Connaught	505	5.80	2	0	0	2	0.34	0.40	0	0
458	Willow Creek	695	7.30	1	3	0	4	0.55	0.58	3	0
459	Kinistino	593	12.71	7	3	0	10	0.79	1.69	3	0
460	Birch Hills	297	6.87	4	1	0	5	0.73	1.68	1	0
461	Prince Albert	654	11.60	10	0	0	10	0.86	1.53	0	0
463	Duck Lake	714	5.34	4	1	0	5	0.94	0.70	1	0
464	Leask	215	12.31	13	4	0	17	1.38	7.91	6	0
466	Meeting Lake	324	5.61	10	0	0	10	1.78	3.09	0	0
467	Round Hill	262	4.96	4	1	1	6	1.21	2.29	1	1
468	Meota	181	6.47	6	2	0	8	1.24	4.42	3	0
469	Turtle River	162	8.74	8	1	0	9	1.03	5.56	1	0
470	Paynton	107	5.84	4	1	0	5	0.86	4.67	3	0
471	Eldon	292	18.78	14	1	0	15	0.80	5.14	2	0
472	Wilton	1,269	26.67	35	10	0	45	1.69	3.55	12	0
486	Moose Range	333	9.65	8	0	0	8	0.83	2.40	0	0
487	Nipawin	299	9.69	9	2	0	11	1.14	3.68	2	0
488	Torch River	692	13.09	12	4	0	16	1.22	2.31	4	0
490	Garden River	233	5.51	2	1	0	3	0.54	1.29	1	0
491	Buckland	987	11.03	21	2	0	23	2.09	2.33	2	0
493	Shellbrook	1,281	13.67	11	4	0	15	1.10	1.17	4	0
494	Canwood	672	20.35	21	6	2	29	1.43	4.32	12	3
496	Spiritwood	465	17.02	29	4	0	33	1.94	7.10	5	0
497	Medstead	198	6.27	9	4	0	13	2.07	6.57	4	0
498	Parkdale	442	8.25	7	0	0	7	0.85	1.58	0	0

2011 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100 pop	Victims Injured	Victims Killed
499	Mervin	929	22.39	22	2	0	24	1.07	2.58	2	0
501	Frenchman Butte	920	15.84	22	6	0	28	1.77	3.04	6	0
502	Britannia	957	24.09	27	10	1	38	1.58	3.97	16	1
520	Paddockwood	228	8.46	5	3	0	8	0.95	3.51	3	0
521	Lakeland	1,388	1.74	0	1	0	1	0.57	0.07	3	0
555	Big River	193	4.72	6	3	0	9	1.91	4.66	4	0
561	Loon Lake	220	8.78	18	3	0	21	2.39	9.55	4	0
588	Meadow Lake	1,217	20.46	30	7	0	37	1.81	3.04	8	0
622	Beaver River	350	8.38	16	2	0	18	2.15	5.14	6	0
Totals		**88,154**	**2,170**	**1,885**	**465**	**18**	**2,368**	**1.09**	**2.69**	**656**	**21**

2011 Traffic Collision Rates by Rural Municipality



Other Provinces

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Other Provinces

A new vision for improving road safety in Canada was approved in 2011. Canada's third national road safety strategy, which has a five-year timeframe (2011-2015), is somewhat different from its two predecessors. The strategy is similar in that it will retain long-term vision that Canada will have the safest roads in the world. As well, the four strategic objectives are expected to result in safer road users, safer road infrastructure and safer vehicles through:

- raising public awareness and commitment to road safety,
- improving communication, cooperation and collaboration among all stakeholders,
- enhancing enforcement, and
- improving road safety information in support of research and evaluation.

A number of key elements contribute to the Road Safety Strategy 2015's uniqueness. These key elements are:

Flexibility: The strategy will be considerably more flexible than its predecessor. The strategy outlines the best practices and initiatives that jurisdictions will have the flexibility to adopt depending on their suitability, feasibility and acceptability within their respective operating environments. Each jurisdiction with develop and "own" their respective road safety plans.

Holistic approach: The strategy will take a holistic approach to road safety and provide a coordinated plan which includes initiatives to address road users, infrastructure and vehicles. This acknowledges the interdependencies that exist between drivers, roads and vehicle safety design, and will move the Road Safety Strategy 2015 to more of a safe systems framework.

Targets: Hard percentage targets will not be established at the national level, instead progress will be measured using rate-based measures. The road safety strategy will seek to achieve directional downward trends in fatalities and serious injuries throughout its five-year duration. Jurisdictions will continue to report fatalities and serious injuries to Transport Canada on an annual basis.

Ownership: While the Canadian Council of Motor Transport Administrators (CCMTA) led the development of the strategy and will manage it, each jurisdiction will "own" the strategy and will use a best practice framework to develop their own jurisdictional plans. CCMTA, working through the jurisdictions and its committees and task forces, will be responsible for updating the strategy. Given its fluid and proactive design, updates may include documenting progress made on new research projects undertaken, identifying new initiatives to be included in the multi-cell matrix of key target groups and

contributing factors, revising the framework of proven best practice initiatives and reporting on its progress.

Timeframe: The strategy will have a shorter five-year timeframe and a mid-term evaluation of its success will be conducted in year three.

It is expected the road safety strategy will inspire road safety stakeholders from all levels of government as well as key public and private sector stakeholders to work together towards the common goal of making Canada's roads the safest in the world.

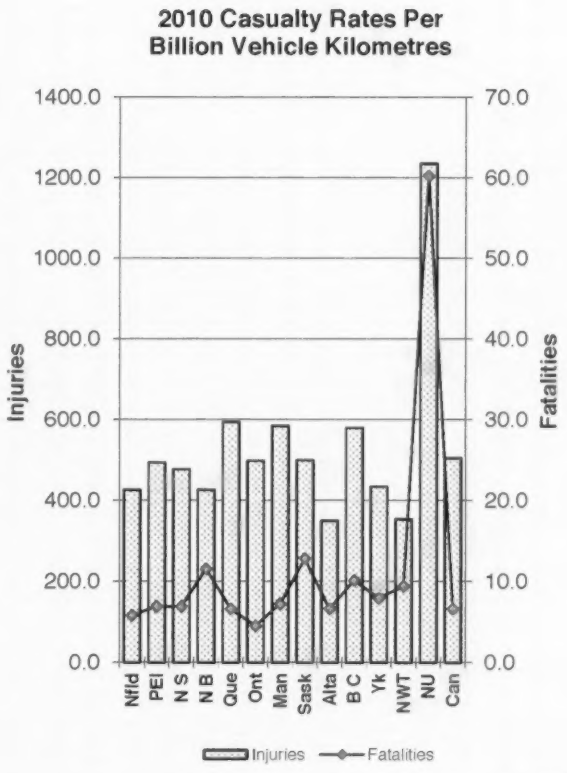
Additional information regarding Canada's Road Safety Strategy 2015 can be obtained from the CCMTA at www.ccmta.ca. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or visiting their website at www.tc.gc.ca/roadsafety.

Table 12.1

Collisions and Casualities in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,283	280,605
1988	193,704	4,154	278,820
1989	196,246	4,238	285,178
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,823
1993	171,227	3,615	247,594
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	156,645	3,062	227,320
1997	150,155	3,033	217,403
1998	148,188	2,911	213,304
1999	151,295	2,984	218,437
2000	155,842	2,927	222,830
2001	151,393	2,776	216,441
2002	156,444	2,932	222,706
2003	152,960	2,768	216,089
2004	147,686	2,722	206,232
2005	148,162	2,905	204,751
2006	145,130	2,884	199,994
2007	141,094	2,761	192,762
2008	129,816	2,419	176,433
2009	125,203	2,209	172,883
2010	125,141	2,000	123,141
2011	Not Available		

Figure 12.1



1999 - 2009/2010 Seatbelt Use in Canada by Province/Territory

(% of All Occupants Wearing Seatbelts In Light-Duty Vehicles*)

Table 12.2

Province	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007	2009/ 2010
Newfoundland	82.9	92.7	92.1	86.3	82.5	87	87.2	86.5	93.1
Prince Edward Island	88.5	85.7	86.7	76.7	78.1	81.4	88.2	97.9	89.7
Nova Scotia	86.6	86.5	88	90.5	89.4	88.7	91.0	92.2	90.1
New Brunswick	85.9	91.5	91.4	90.6	88.8	85.9	87.2	91.5	94.8
Quebec	93	91.4	89.0	91.2	93.3	90.9	91.1	93.0	96.0
Ontario	91.0	91.7	92.5	85.1	86.5	92.1	92.1	92.8	96.0
Manitoba	85.3	84.2	82.3	80.8	85.3	92.1	91.3	89.1	93.8
Saskatchewan	88.2	90.0	91.7	85.7	85.9	93.7	92.9	93.5	96.8
Alberta	89.3	87.2	84.9	77.3	84.9	82.9	83.4	88.9	92.0
British Columbia	89.2	88.7	90.8	79.7	83.2	91.6	91.7	94.8	96.9
Yukon	82.1	79.3	78.1	53.9	85.1	81.5	86.9	82.9	78.1
Northwest Territories	61.1	60.7	62.7	77.1	77.3	75.1	80.2	88.0	84.9
Nunavut	NA	NA	13.4	22.9	21.8	NA	NA	NA	NA
Canada	**90.1**	**90.1**	**89.9**	**85.0**	**87.4**	**90.5**	**90.8**	**92.5**	**95.3**

*Light-duty vehicles include passenger cars, passenger vans and light trucks

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003 the survey results are an estimate of both urban and rural areas over a two-year period.

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

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Collision History on Provincial Highways *

	Collisions				Victims			Collision Rates			
Year	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1988	4,564	1,132	93	5,789	1,961	116	2,077	6,295	0.92	1.48	0.18
1989	4,821	1,080	80	5,981	1,962	106	2,068	6,242	0.96	1.28	0.17
1990	5,117	1,086	73	6,276	1,929	84	2,013	6,296	1.00	1.16	0.17
1991	5,571	957	83	6,611	1,689	98	1,787	6,264	1.06	1.32	0.15
1992	5,647	1,051	66	6,764	1,948	78	2,026	6,447	1.05	1.02	0.16
1993	4,337	1,045	72	5,454	1,842	85	1,927	6,692	0.82	1.08	0.16
1994	4,463	1,102	75	5,640	1,905	90	1,995	6,777	0.83	1.11	0.16
1995	4,776	1,166	71	6,013	2,037	87	2,124	7,080	0.85	1.00	0.16
1996	3,699	1,109	63	4,871	1,861	87	1,948	7,141	0.68	0.88	0.16
1997	3,369	1,210	69	4,648	2,057	97	2,154	7,232	0.64	0.95	0.17
1998	2,988	980	71	4,039	1,735	88	1,823	7,481	0.54	0.95	0.13
1999	3,096	1,123	88	4,307	1,946	109	2,055	7,481	0.58	1.18	0.15
2000	3,064	1,061	75	4,200	1,805	86	1,891	7,544	0.56	0.99	0.14
2001	4,064	1,053	68	5,185	1,698	85	1,783	7,341	0.71	0.93	0.14
2002	3,033	1,062	68	4,163	1,713	79	1,792	7,265	0.57	0.94	0.15
2003	3,138	1,051	75	4,264	1,732	83	1,815	7,559	0.56	0.99	0.14
2004	3,889	1,208	64	5,161	1,954	82	2,036	7,547	0.68	0.85	0.16
2005	3,933	1,120	79	5,132	1,747	95	1,842	7,902	0.65	1.00	0.14
2006	4,468	1,203	77	5,748	1,864	86	1,950	7,559	0.76	1.02	0.16
2007	4,579	1,090	71	5,740	1,660	84	1,744	8,338	0.69	0.85	0.13
2008	5,015	1,223	78	6,316	1,902	99	2,001	8,648	0.73	0.90	0.14
2009	5,676	1,167	80	6,923	1,817	97	1,914	8,523	0.81	0.94	0.14
2010	5,818	1,113	84	7,015	1,773	96	1,869	8,932	0.79	0.94	0.12
2011	6,273	1,250	98	7,621	1,876	107	1,983	8,980	0.85	1.09	0.14

* Effective Jan.1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from $1,000 to $5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Collision History on Urban Streets*

	Collisions				Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,374	3,497	25	22,896	4,671	27	4,698
1990	18,351	3,354	13	21,718	4,387	16	4,403
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,318	3,734	24	17,076	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,010	3,567	21	20,598	4,789	21	4,810
2001	15,549	3,068	18	18,635	4,056	18	4,074
2002	13,478	3,279	17	16,774	4,343	18	4,361
2003	10,206	3,607	18	13,831	4,722	20	4,742
2004	10,209	3,495	16	13,720	4,555	17	4,572
2005	10,754	3,396	23	14,173	4,408	24	4,432
2006	11,721	3,218	14	14,953	4,199	16	4,215
2007	14,027	3,303	20	17,350	4,295	21	4,316
2008	15,428	3,239	20	18,687	4,166	23	4,189
2009	16,736	3,156	15	19,907	4,019	17	4,036
2010	15,357	3,034	23	18,414	3,907	23	3,930
2011	15,389	3,311	17	18,717	4,147	17	4,164

* Effective Jan.1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from $1,000 to $5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Collision History on Rural Roads*

	Collisions				Victims			Collision Rates			
Year	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1988	3,300	875	33	4,208	1,433	43	1,476	1,998	2.08	1.50	0.43
1989	3,324	823	49	4,196	1,282	50	1,332	1,903	2.17	2.52	0.43
1990	3,340	758	39	4,137	1,161	42	1,203	1,886	2.15	2.07	0.39
1991	3,301	741	35	4,077	1,141	39	1,180	1,886	2.12	1.80	0.39
1992	3,611	673	28	4,312	1,039	32	1,071	1,932	2.18	1.40	0.34
1993	2,455	663	26	3,144	1,061	30	1,091	1,974	1.55	1.32	0.33
1994	2,576	649	28	3,253	1,055	30	1,085	1,982	1.60	1.36	0.32
1995	2,665	630	29	3,324	1,006	32	1,038	1,997	1.60	1.40	0.30
1996	2,201	585	18	2,804	899	21	920	1,920	1.41	0.94	0.29
1997	2,161	761	33	2,955	1,199	38	1,237	2,018	1.42	1.59	0.37
1998	1,812	583	35	2,430	912	38	950	2,035	1.15	1.72	0.28
1999	1,823	624	30	2,477	960	42	1,002	2,035	1.18	1.43	0.30
2000	1,821	624	31	2,476	954	34	988	2,176	1.11	1.33	0.28
2001	2,439	634	42	3,115	970	45	1,015	2,179	1.41	1.93	0.28
2002	1,668	604	31	2,303	978	33	1,011	2,159	1.45	1.34	0.27
2003	1,610	646	35	2,291	989	37	1,026	2,178	2.10	1.56	0.29
2004	1,672	543	22	2,237	818	24	842	2,194	0.76	1.00	0.25
2005	1,649	474	23	2,146	662	24	686	2,195	0.75	1.05	0.22
2006	1,783	496	25	2,304	748	26	774	2,178	0.82	1.15	0.23
2007	1,975	497	25	2,497	684	28	712	2,184	0.90	1.14	0.23
2008	2,013	500	21	2,534	715	21	736	2,160	0.93	0.97	0.23
2009	2,368	552	30	2,950	788	35	823	2,145	1.10	1.40	0.26
2010	2,105	450	26	2,581	619	36	655	2,170	0.97	1.20	0.21
2011	1885	465	18	2368	656	21	677	2,170	0.87	0.83	0.21

* Effective Jan.1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from $1,000 to $5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Collision History on Other Roads*

	Collisions				Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	581	157	12	750	241	19	260
2002	601	172	7	780	278	7	285
2003	603	149	8	760	240	8	248
2004	705	157	3	865	217	3	220
2005	914	194	4	1,112	291	4	295
2006	606	157	8	771	264	8	272
2007	498	131	10	639	208	10	218
2008	666	182	14	862	297	14	311
2009	660	170	4	834	258	4	262
2010	694	159	12	865	239	12	251
2011	808	132	5	945	195	5	200

* Effective Jan.1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from $1,000 to $5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Collision History on Rural and Other Roads Combined*

	Collisions				Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	3,659	988	42	4,689	1,628	52	1,680
1989	3,686	943	57	4,686	1,506	59	1,565
1990	3,699	870	51	4,620	1,354	54	1,408
1991	3,646	881	43	4,570	1,404	47	1,451
1992	3,943	812	36	4,791	1,330	40	1,370
1993	2,696	786	34	3,516	1,282	40	1,322
1994	2,829	771	35	3,635	1,269	37	1,306
1995	2,910	717	40	3,667	1,180	45	1,225
1996	2,420	689	24	3,133	1,085	27	1,112
1997	2,422	894	41	3,357	1,434	47	1,481
1998	2,058	694	39	2,791	1,142	42	1,184
1999	2,054	761	38	2,853	1,255	54	1,309
2000	2,084	770	41	2,895	1,267	44	1,311
2001	2,769	751	54	3,574	1,211	64	1,275
2002	1,914	742	38	2,694	1,256	40	1,296
2003	1,835	775	43	2,653	1,229	45	1,274
2004	1,895	654	25	2,574	1,035	27	1,062
2005	1,885	593	27	2,505	953	28	981
2006	1,995	599	33	2,627	1,012	34	1,046
2007	2,237	596	34	2,867	892	38	930
2008	2,370	652	35	3,057	1,012	35	1,047
2009	2,744	692	34	3,470	1,046	39	1,085
2010	2,473	570	37	3,080	858	48	906
2011	2,175	562	23	2,760	851	26	877

* Effective Jan.1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from $1,000 to $5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Collision History on All Provincial Roads*

	Collisions				Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	27,888	5,975	160	34,023	8,740	200	8,940
1989	27,881	5,520	162	33,563	8,139	192	8,331
1990	27,167	5,310	137	32,614	7,670	154	7,824
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,332	127	33,357	8,045	143	8,188
1993	19,283	5,480	134	24,897	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,352	5,444	137	27,933	7,861	151	8,012
2001	22,633	4,912	140	27,685	6,965	167	7,132
2002	18,780	5,117	123	24,020	7,312	137	7,449
2003	15,557	5,453	136	21,146	7,683	148	7,831
2004	16,475	5,403	105	21,983	7,544	126	7,670
2005	17,250	5,184	129	22,563	7,108	147	7,255
2006	18,578	5,074	124	23,776	7,075	136	7,211
2007	21,079	5,021	126	26,226	6,847	143	6,990
2008	23,122	5,144	133	28,399	7,080	157	7,237
2009	25,440	5,045	129	30,614	6,882	153	7,035
2010	23,974	4,756	145	28,875	6,538	167	6,705
2011	24,355	5,158	138	29,651	6,874	150	7,024

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Collision History Rates – All Provincial Roads*

Year	Registered Vehicles**	Licensed Drivers	Sask. Pop.	Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.	Casualty Collisions	Casualty Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,447	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,581	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,052	0.71	0.76	0.51
2002	721,999	666,374	995,886	3.33	3.60	2.41	5,240	0.73	0.79	0.53
2003	731,891	668,572	994,732	2.89	3.16	2.13	5,589	0.76	0.84	0.56
2004	740,554	669,852	994,898	2.97	3.28	2.21	5,508	0.74	0.82	0.55
2005	750,640	674,870	990,044	3.01	3.34	2.28	5,313	0.71	0.79	0.54
2006	761,011	676,733	987,520	3.12	3.51	2.41	5,198	0.68	0.77	0.53
2007	785,341	688,841	996,869	3.34	3.81	2.63	5,147	0.66	0.75	0.52
2008	820,405	712,434	1,013,620	3.46	3.99	2.80	5,277	0.64	0.74	0.52
2009	841,022	711,325	1,029,124	3.64	4.30	2.97	5,174	0.62	0.73	0.50
2010	848,341	721,809	1,049,701	3.39	3.99	2.74	4,888	0.58	0.68	0.47
2011	857,552	735,634	1,033,381	3.46	4.03	2.87	5,296	0.62	0.72	0.51

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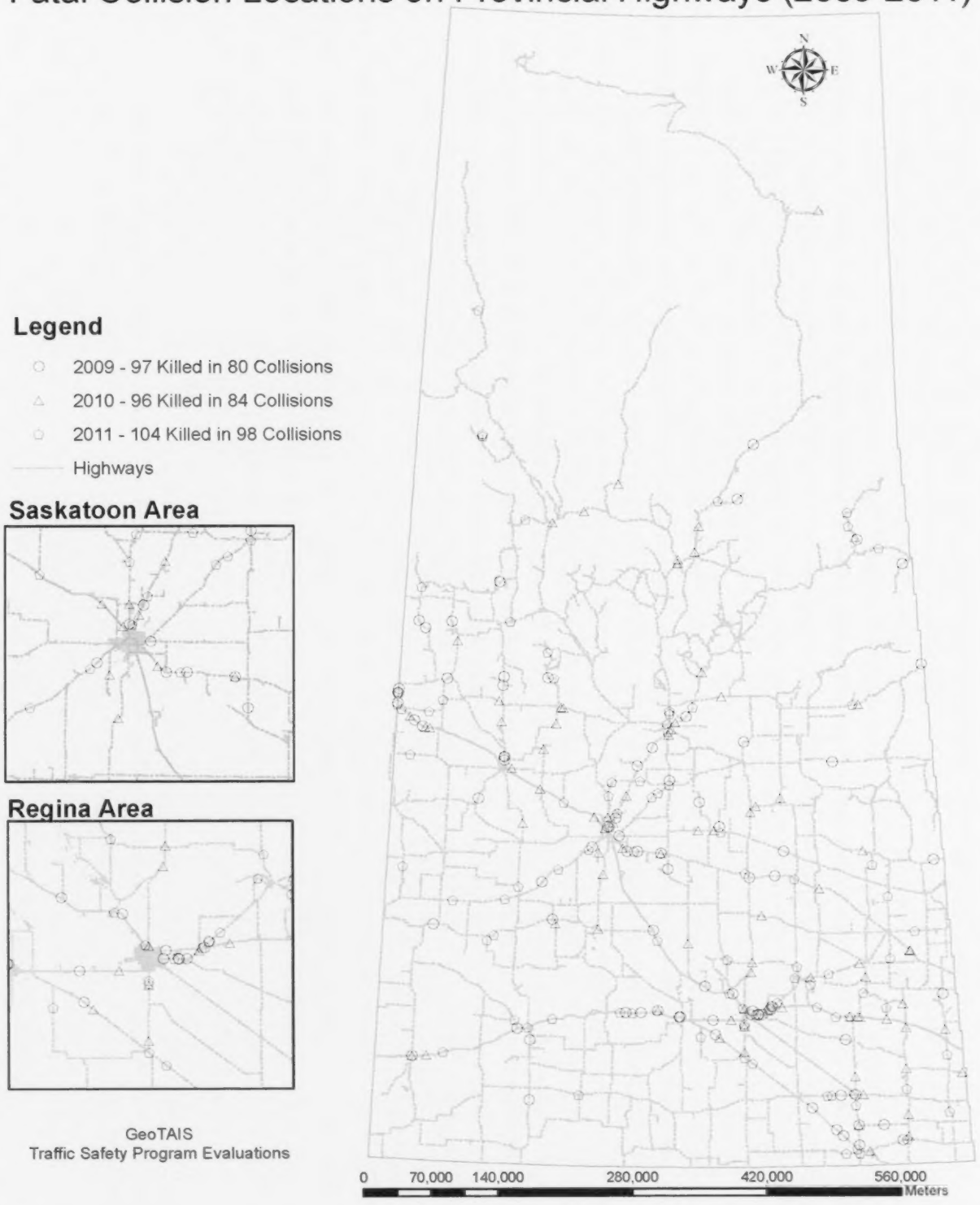
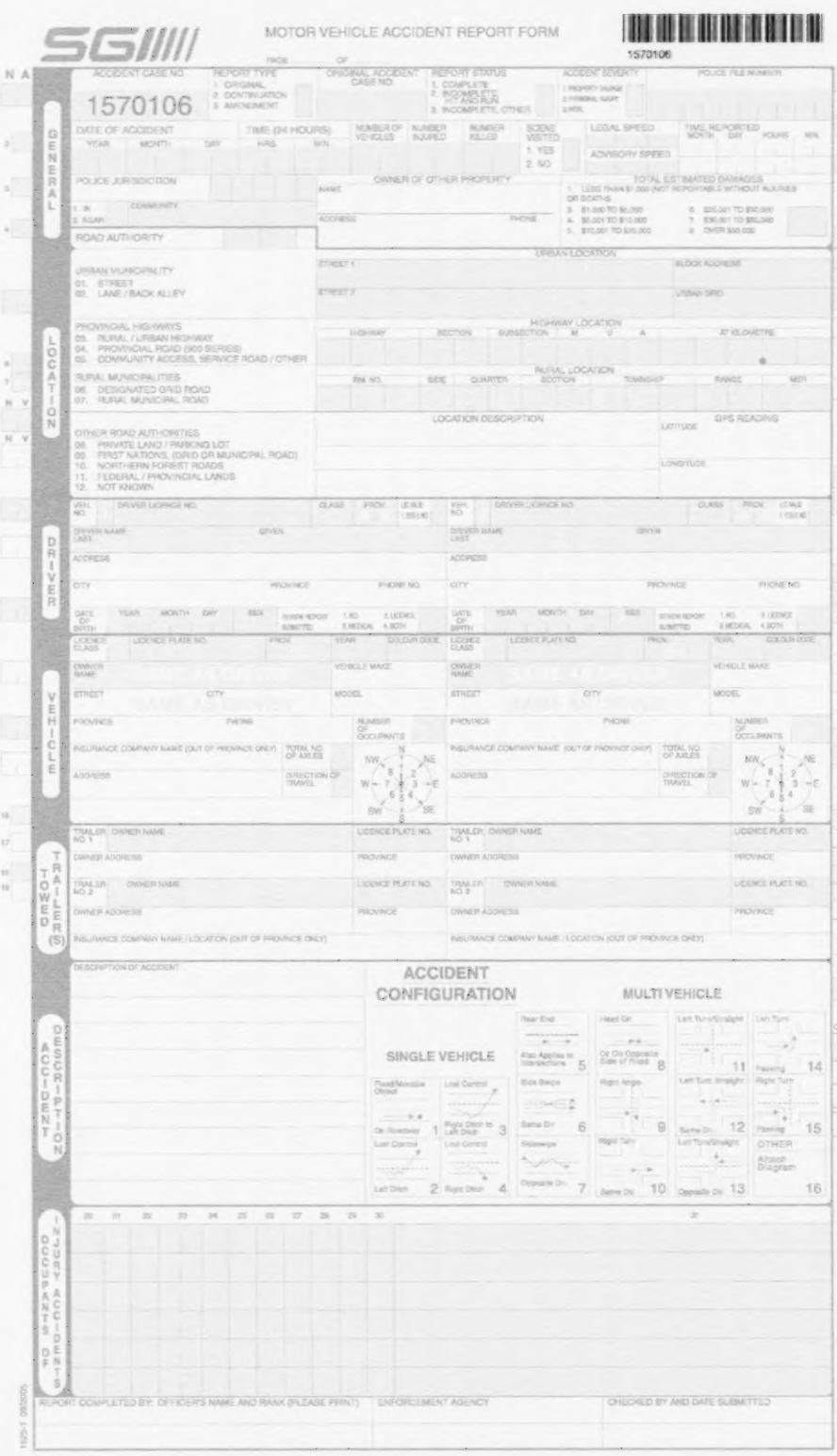
** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (type 50-61).

Fatal Collision Locations on Provincial Highways (2009-2011)





SGI

MOTOR VEHICLE ACCIDENT REPORT FORM

1570106

PAGE OF

N A

GENERAL

ACCIDENT CASE NO. 1570106

REPORT TYPE
1. ORIGINAL
2. CONTINUATION
3. AMENDMENT

ORIGINAL ACCIDENT CASE NO.

REPORT STATUS
1. COMPLETE
2. INCOMPLETE - HIT AND RUN
3. INCOMPLETE - OTHER

ACCIDENT SEVERITY
1 PROPERTY DAMAGE
2 PERSONAL INJURY
3 FATAL

POLICE FILE NUMBER

DATE OF ACCIDENT: YEAR / MONTH / DAY

TIME (24 HOURS): HRS / MIN

NUMBER OF VEHICLES

NUMBER INJURED

NUMBER KILLED

SCENE VISITED: 1. YES 2. NO

LEGAL SPEED

ADVISORY SPEED

TIME REPORTED: MONTH / DAY / HOURS / N/A

POLICE JURISDICTION
1. RCMP
2. MUNICIPAL — COMMUNITY

OWNER OF OTHER PROPERTY
NAME
ADDRESS
PHONE

TOTAL ESTIMATED DAMAGES
1. LESS THAN $1,000 (NOT REPORTABLE WITHOUT INJURIES OR DEATHS)
3. $1,000 TO $5,000
4. $5,001 TO $10,000
5. $10,001 TO $25,000
6. $25,001 TO $50,000
7. $50,001 TO $99,999
8. OVER $99,999

ROAD AUTHORITY

LOCATION

URBAN MUNICIPALITY
01. STREET
02. LANE / BACK ALLEY

URBAN LOCATION
STREET 1
STREET 2
BLOCK ADDRESS
URBAN GRID

PROVINCIAL HIGHWAYS
05. RURAL / URBAN HIGHWAY
06. PROVINCIAL ROAD (900 SERIES)
09. COMMUNITY ACCESS, SERVICE ROAD / OTHER

HIGHWAY LOCATION
HIGHWAY / SECTION / SUBSECTION / M / U / A / AT KILOMETRE

RURAL MUNICIPALITIES
06. DESIGNATED GRID ROAD
07. RURAL MUNICIPAL ROAD

RURAL LOCATION
RM NO. / SIDE / QUARTER / SECTION / TOWNSHIP / RANGE / MER

OTHER ROAD AUTHORITIES
08. PRIVATE LAND / PARKING LOT
09. FIRST NATIONS, (GRID OR MUNICIPAL ROAD)
10. NORTHERN FOREST ROADS
11. FEDERAL / PROVINCIAL LANDS
12. NOT KNOWN

LOCATION DESCRIPTION

GPS READING
LATITUDE
LONGITUDE

DRIVER

VEH. NO. / DRIVER LICENCE NO. / CLASS / PROV. / LE WB / 1 553 40

DRIVER NAME: LAST / GIVEN

ADDRESS

CITY / PROVINCE / PHONE NO.

DATE OF BIRTH: YEAR / MONTH / DAY / SEX

DRIVER REPORT SUBMITTED: 1 RCMP 2 MEDICAL 3 LICENCE 4 BOTH

VEHICLE

LICENCE CLASS / LICENCE PLATE NO. / PROV. / YEAR / COLOUR CODE

OWNER'S NAME / VEHICLE MAKE

STREET / CITY / MODEL

PROVINCE / PHONE

INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)

TOTAL NO. OF AXLES

NUMBER OF OCCUPANTS

DIRECTION OF TRAVEL: N, NE, E, SE, S, SW, W, NW

ADDRESS

TOWED TRAILER(S)

TRAILER NO. 1 / OWNER NAME / LICENCE PLATE NO. / PROVINCE

OWNER ADDRESS

TRAILER NO. 2 / OWNER NAME / LICENCE PLATE NO. / PROVINCE

OWNER ADDRESS

INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)

ACCIDENT DESCRIPTION

DESCRIPTION OF ACCIDENT

ACCIDENT CONFIGURATION

SINGLE VEHICLE

1 Head/Manoeuvre Ahead — On Roadway
2 Loss Control — Left Ditch
3 Loss Control — Right Ditch to Left Ditch
4 Loss Control — Right Ditch

MULTI VEHICLE

5 Rear End — Also Applies to Intersections
6 Side Swipe — Same Dir.
7 Sideswipe — Opposite Dir.
8 Head On — Or On Opposite Side of Road
9 Right Angle — Right Turn
10 Right Turn — Same Dir.
11 Left Turn/Straight
12 Left Turn/Straight — Same Dir.
13 Left Turn/Straight — Opposite Dir.
14 Left Turn — Passing
15 Right Turn — Passing
16 OTHER — Attach Diagram

Acc. Config.

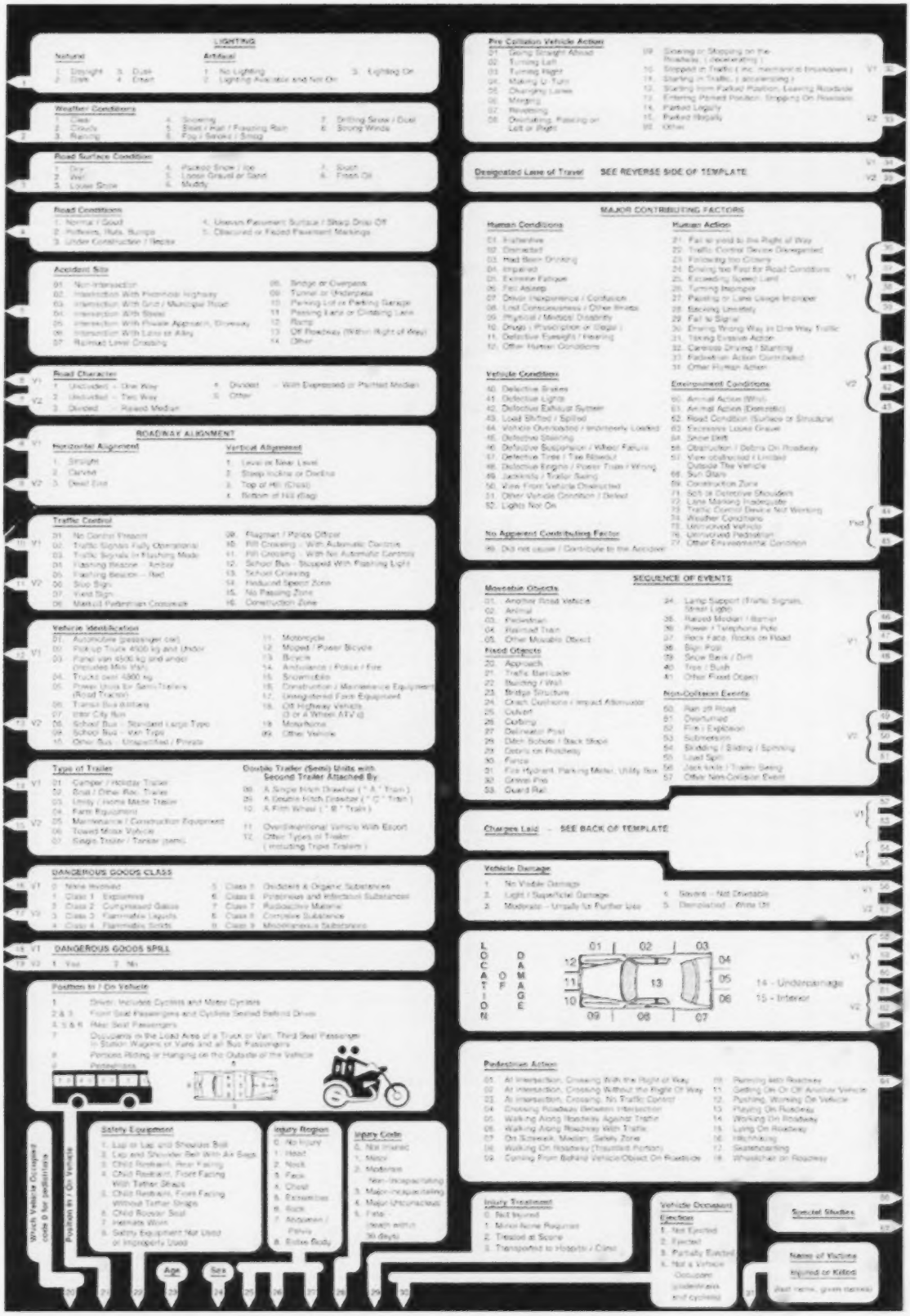
INJURY ACCIDENTS OCCUPANTS OF

REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT) | ENFORCEMENT AGENCY | CHECKED BY AND DATE SUBMITTED

1570-1 06/2005

SGI COPY

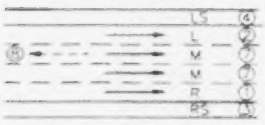
DATA BUSINESS FORMS 5800MW


LIGHTING
Natural
1. Daylight
2. Dark
3. Dusk
4. Dawn
Artificial
1. No Lighting
2. Lighting Available and Not On
3. Lighting On
Weather Conditions
1. Clear
2. Cloudy
3. Raining
4. Snowing
5. Sleet / Hail / Freezing Rain
6. Fog / Smoke / Smog
7. Drifting Snow / Dust
8. Strong Winds
Road Surface Condition
1. Dry
2. Wet
3. Loose Snow
4. Packed Snow / Ice
5. Loose Gravel or Sand
6. Muddy
7. Slush
8. Frozen Oil
Road Conditions
1. Normal / Good
2. Potholes, Ruts, Bumps
3. Under Construction / Repair
4. Uneven Pavement Surface / Sharp Drop Off
5. Obscured or Faded Pavement Markings
Accident Site
01. Non-Intersection
02. Intersection With Freeway Highway
03. Intersection With Grid / Municipal Road
04. Intersection With Street
05. Intersection With Private Approach, Driveway
06. Intersection With Lane or Alley
07. Railroad Level Crossing
08. Bridge or Overpass
09. Tunnel or Underpass
10. Parking Lot or Parking Garage
11. Passing Lane or Climbing Lane
12. Ramp
13. Off Roadway (Within Right of Way)
14. Other
Road Character
1. Undivided – One Way
2. Undivided – Two Way
3. Divided – Raised Median
4. Divided – With Depressed or Painted Median
5. Other
ROADWAY ALIGNMENT
Horizontal Alignment
1. Straight
2. Curved
3. Dead End
Vertical Alignment
1. Level or Near Level
2. Steep Incline or Decline
3. Top of Hill (Crest)
4. Bottom of Hill (Dip)
Traffic Control
01. No Control Present
02. Traffic Signals Fully Operational
03. Traffic Signals in Flashing Mode
04. Flashing Beacon – Amber
05. Flashing Beacon – Red
06. Stop Sign
07. Yield Sign
08. Marked Pedestrian Crossover
09. Flagman / Police Officer
10. Rail Crossing – With Automatic Controls
11. Rail Crossing – With Non Automatic Controls
12. School Bus – Stopped With Flashing Light
13. School Crossing
14. Reduced Speed Zone
15. No Passing Zone
16. Construction Zone
Vehicle Identification
01. Automobile (passenger car)
02. Pick-up Truck 4500 kg and Under
03. Panel van 4500 kg and under (Includes Mini Van)
04. Trucks over 4500 kg
05. Power Units for Semi-Trailers (Road Tractor)
06. Transit Bus (Urban)
07. Inter City Bus
08. School Bus – Standard Large Type
09. School Bus – Van Type
10. Other Bus – Unspecified / Private
11. Motorcycle
12. Moped / Power Bicycle
13. Bicycle
14. Ambulance / Police / Fire
15. Snowmobile
16. Construction / Maintenance Equipment (Road Tractor)
17. Unregulated Farm Equipment
18. Off Highway Vehicle (3 or 4 Wheel ATV's)
19. Motorhome
99. Other Vehicle
Types of Trailer
01. Camper / Holiday Trailer
02. Boat / Other Rec. Trailer
03. Utility / Home Made Trailer
04. Farm Equipment
05. Maintenance / Construction Equipment
06. Towed Motor Vehicle
07. Single Trailer / Tanker (semi)
Double Trailer (Semi) Units with Second Trailer Attached By:
08. A Single Hitch Drawbar (" A " Train)
09. A Converter Dolly (" C " Train)
10. A Fifth Wheel (" B " Train)
11. Over Dimensional Vehicle With Escort
12. Other Types of Trailer (including Triple Trailers)
DANGEROUS GOODS CLASS
0. None Involved
1. Class 1: Explosives
2. Class 2: Compressed Gases
3. Class 3: Flammable Liquids
4. Class 4: Flammable Solids
5. Class 5: Oxidizers & Organic Substances
6. Class 6: Poisonous and Infectious Substances
7. Class 7: Radioactive Material
8. Class 8: Corrosive Substance
9. Class 9: Miscellaneous Substances
DANGEROUS GOODS SPILL
1. Yes
2. No
Position In / On Vehicle
1. Driver. Includes Cyclists and Motor Cyclists
2 & 3. Front Seat Passengers and Cyclists Seated Behind Driver
4, 5 & 6. Rear Seat Passengers
7. Occupants in the Load Area of a Truck or Van. Third Seat Passenger in Station Wagons or Vans and all Bus Passengers
8. Persons Riding or Hanging on the Outside of the Vehicle
9. Pedestrians
Safety Equipment
1. Lap or Lap and Shoulder Belt
2. Lap and Shoulder Belt With Air Bags
3. Child Restraint, Rear Facing
4. Child Restraint, Front Facing With Tether Straps
5. Child Restraint, Front Facing Without Tether Straps
6. Child Booster Seat
7. Helmets Worn
8. Safety Equipment Not Used or Improperly Used
Injury Region
0. No Injury
1. Head
2. Neck
3. Face
4. Chest
5. Abdomen
6. Back
7. Abdomen / Pelvis
8. Entire Body
Injury Code
0. Not Injured
1. Minor
2. Moderate
Non-Incapacitating
3. Major-Incapacitating
4. Major-Unconscious
5. Fatal (death within 30 days)
Injury Treatment
0. Not Injured
1. Minor-None Required
2. Treated at Scene
3. Transported to Hospital / Clinic
Vehicle Occupant Ejection
1. Not Ejected
2. Ejected
3. Partially Ejected
4. Not a Vehicle Occupant (pedestrians and cyclists)
Specific Studies
Name of Victims Injured or Killed
(last name, given names)
Which Vehicle Occupant – code 9 for pedestrians
Position In / On Vehicle
Age
Sex
Pre Collision Vehicle Action
01. Going Straight Ahead
02. Turning Left
03. Turning Right
04. Making U-Turn
05. Changing Lanes
06. Merging
07. Reversing
08. Overtaking, Passing on Left or Right
09. Slowing or Stopping on the Roadway, (decelerating)
10. Stopped in Traffic (inc. momentarily for breakdown)
11. Starting in Traffic (accelerating)
12. Starting from Parked Position, Leaving Roadside
13. Entering Parked Position, Stopping On Roadside
14. Parked Legally
15. Parked Illegally
99. Other
Designated Lane of Travel SEE REVERSE SIDE OF TEMPLATE
MAJOR CONTRIBUTING FACTORS
Human Conditions
01. Inattentive
02. Distracted
03. Had Been Drinking
04. Impaired
05. Extreme Fatigue
06. Fell Asleep
07. Driver Inexperience / Confusion
08. Lost Consciousness / Other Illness
09. Physical / Mental Disability
10. Drugs (Prescription or Illegal)
11. Defective Eyesight / Hearing
12. Other Human Conditions
Human Action
21. Fail to yield to the Right of Way
22. Traffic Control Device Disregarded
23. Following too Closely
24. Driving too Fast for Road Conditions
25. Exceeding Speed Limit
26. Turning Improper
27. Passing or Lane Usage Improper
28. Backing Unsafely
29. Fail to Signal
30. Driving Wrong Way in One Way Traffic
31. Taking Evasive Action
32. Careless Driving / Starting
33. Pedestrian Action Contributed
34. Other Human Action
Vehicle Conditions
40. Defective Brakes
41. Defective Lights
42. Defective Exhaust System
43. Load Shifted / Spilled
44. Vehicle Overloaded / Improperly Loaded
45. Defective Steering
46. Defective Suspension / Wheel Failure
47. Defective Tires / Tire Blowout
48. Defective Engine / Power Train / Wiring
49. Jackknife / Trailer Swing
50. View From Vehicle Obstructed
51. Other Vehicle Condition / Defect
52. Lights Not On
Environment Conditions
60. Animal Action (Wild)
61. Animal Action (Domestic)
62. Road Condition (Surface or Structure)
63. Excessive Loose Gravel
64. Snow Drift
65. Obstruction / Debris On Roadway
67. View obstructed / Limited Outside The Vehicle
68. Sun Glare
69. Construction Zone
70. Soft or Defective Shoulders
72. Lane Marking Inadequate
73. Traffic Control Device Not Working
74. Weather Conditions
75. Unmoved Vehicle
76. Unmoved Pedestrian
77. Other Environmental Condition
No Apparent Contributing Factor
99. Did not cause / Contribute to the Accident
SEQUENCE OF EVENTS
Moveable Objects
01. Another Road Vehicle
02. Animal
03. Pedestrian
04. Railroad Train
05. Other Moveable Object
Fixed Objects
20. Approach
21. Traffic Barricade
22. Building / Wall
23. Bridge Structure
24. Crash Cushions / Impact Attenuator
25. Culvert
26. Curbing
27. Delineator Post
28. Ditch, Sloped / Back Slope
29. Debris on Roadway
30. Fence
31. Fire Hydrant, Parking Meter, Utility Box
32. Grass / Pit
33. Guard Rail
34. Lamp Support (Traffic Signals, Street Light)
35. Raised Median / Barrier
36. Power / Telephone Pole
37. Rock Face, Rocks on Road
38. Sign Post
39. Snow Bank / Drift
40. Tree / Bush
41. Other Fixed Object
Non-Collision Events
50. Ran off Road
51. Overturned
52. Fire / Explosion
53. Submersion
54. Skidding / Sliding / Spinning
55. Load Spill
56. Jack-knife / Trailer Swing
57. Other Non-Collision Event
Changed Lane SEE BACK OF TEMPLATE
Vehicle Damage
1. No Visible Damage
2. Light / Superficial Damage
3. Moderate – Urgally So Further Use
4. Severe – Not Drivable
5. Demolished – Write Off
LOCATION OF DAMAGE
01 02 03 04 05 06 07 08 09 10 11 12 13
14 - Underdamage
15 - Interior
Pedestrian Action
01. At Intersection, Crossing With the Right of Way
02. At Intersection, Crossing Without the Right Of Way
03. At Intersection, Crossing, No Traffic Control
04. Crossing Roadway Between Intersection
05. Walking Along Roadway Against Traffic
06. Walking Along Roadway With Traffic
07. On Sidewalk, Median, Safety Zone
08. Walking On Roadway (Traffic Island)
09. Coming From Behind Vehicle/Object On Roadside
10. Playing with Roadway
11. Getting On Or Off Another Vehicle
12. Pushing, Working On Vehicle
13. Playing On Roadway
14. Working On Roadway
15. Lying On Roadway
16. Hitchhiking
17. Skateboarding
18. Wheelchair on Roadway

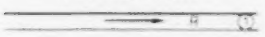
DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

MULTI LANE



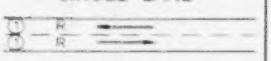
SINGLE LANE



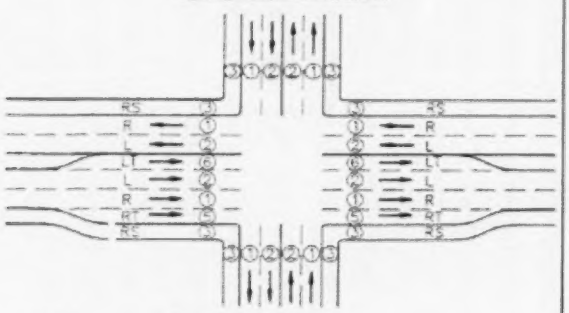
TWO WAY TRAFFIC

MULTI LANE

SINGLE LANE



INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle collision report for all collisions that involve bodily injury or death, a hit and run, an out-of-province or unregistered vehicle, an impaired driver (by alcohol or drugs) and collisions where a motor vehicle must be towed from the scene.
Motor Vehicle Collision Captured By Claims	An incident that has not been reported by police that involves one or more motor vehicles in transport, and results in personal injury or a minimum of $5,000 in property damage, not including damage to cargo.
Incident	Any set of motor vehicle events, not under human control, that includes at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or, in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	A vehicle that is "in motion or being operated" on a roadway; this includes harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Roadway Vehicles	Collisions involving snowmobiles and off-roadway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.
Urban Streets	Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway. **Street**: Any public road of an urban street system under the maintenance or jurisdiction of a municipal government. In the case where a road is

	maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made. **Lane/Back Alley**: Any alley or lane within an urban area intended for use by the public and maintained by the local government.
Provincial Highways	Any rural/urban highway, provincial road, community access or service road, or other highway as described below. **Rural/Urban Highway**: Any numbered provincial highway in a rural or urban area with a population less than 1,000 that is maintained by the Saskatchewan Ministry of Highways and Infrastructure, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions). **Provincial Roads (900 series highways)**: Any public highway with a highway number greater than 900. **Community Access, Service Road/Other**: Roads built and maintained by Saskatchewan Ministry of Highways and Infrastructure providing access to communities, industrial plants and/or land parcels.
Rural Roads	Any designated grid, municipal or other road as defined below. **Designated Grid Road**: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09). **Municipal/Other Rural Road**: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).
Other Roads	Any location not identified under urban, highway or rural road locations. **First Nations Grid or Municipal Road**: Any public road within a First Nations boundary, other than a provincial highway, serving as an access or internal road for a First Nation. **Northern Forest Road**: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations. **Federal/Provincial Lands**: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc. **Not Known**: This code is intended for use only when a general location is **definitely** not known.
Private Property	Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are **not** recorded on TAIS.

Property Damage Only Collisions	A police attended motor vehicle collision with no personal injuries or deaths. Or A collision damage claim that was not reported to police with over $5,000 in total damages and no personal injuries or deaths.
Injury Collisions	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collisions	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking	A person that had consumed alcohol but has a blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

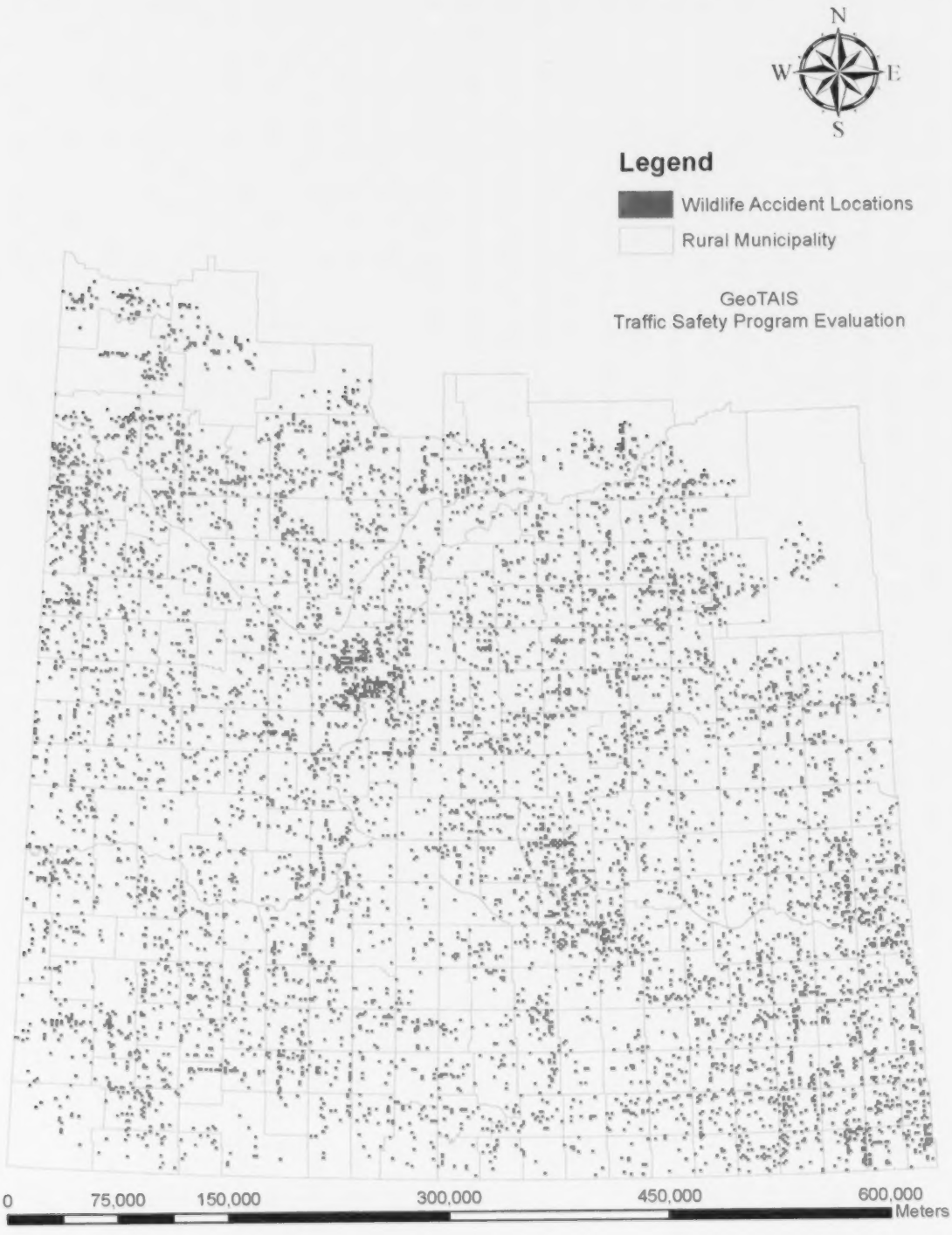
Due to differences in reporting definitions, the number of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when personal injuries are sustained, police attend the accident or a property damage claim is above $5,000, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

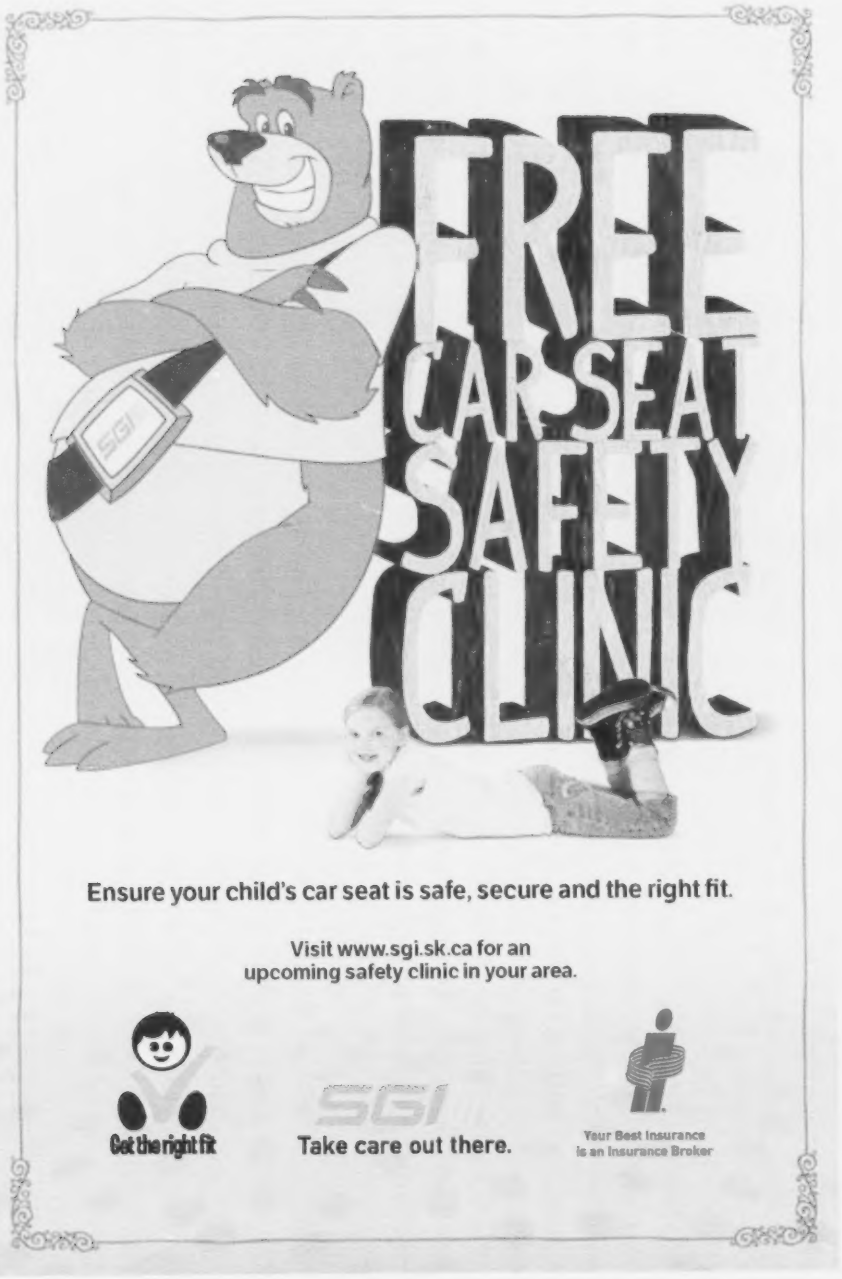
Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of December 2010. Since TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

Use this hand gesture instead!
HANG IT UP
WHILE DRIVING
SG
Take care out there.

Rural Wildlife Collisions in Saskatchewan for 2001-2011





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